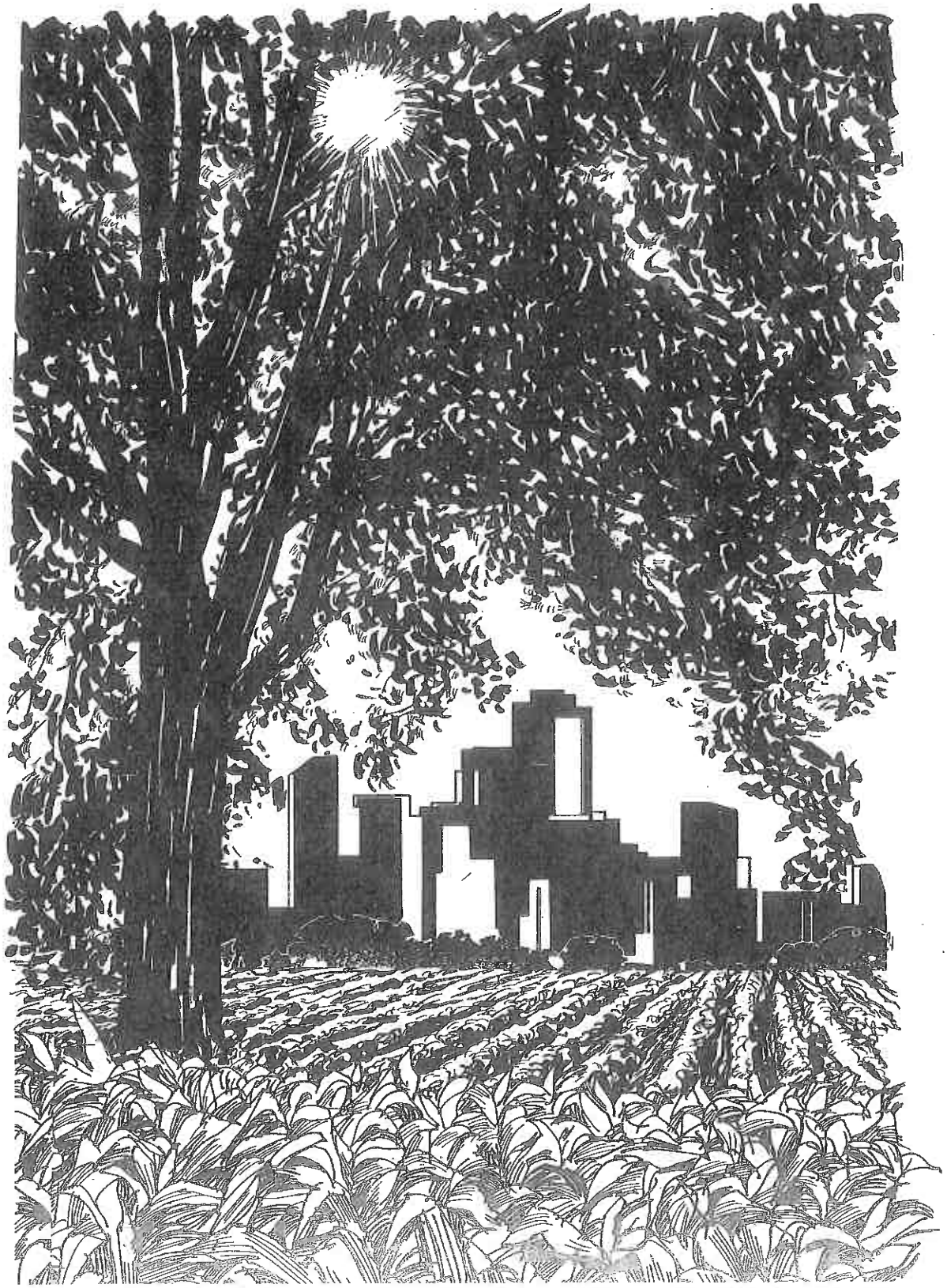
Hendricks County Comprehensive Plan



The Hendricks County Comprehensive Plan was paid for by the taxpayer of Hendricks County as authorized by the Hendricks County Council.

HENDRICKS COUNTY COUNCIL

Lydia Gibbs

J. Kenneth Givan

Arvin Lamberson

Richard P. Myers

Eugene Ploughe (Kevin J. Hinkle, 1985)

Charles Pope

Richard Turpin

The Hendricks County Comprehensive Plan was paid for by the taxpayer of Hendricks County as authorized by the Hendricks County Council.

HENDRICKS COUNTY COUNCIL

Lydia Gibbs

J. Kenneth Givan

Arvin Lamberson

Richard P. Myers

Eugene Ploughe (Kevin J. Hinkle, 1985)

Charles Pope

Richard Turpin

TABLE OF CONTENTS

LIST OF MAPS

HENDRICKS COUNTY COMPREHENSIVE PLAN

Hendricks County
Planning Department
P.O. Box 313
Danville, IN 46122

Adopted August 15, 1983

PRIMARY WRITING & RESEARCH

Michael E. Graham, Planning Director

TRANSPORTATION PLAN

Walter F. Reeder III, County Engineer

RESEARCH & GRAPHICS CONTRIBUTORS

Michael Alverson, Building Inspector
Becky Bailey, Secretary
Jim Leak, Graphics
Leanna Taylor, Secretary
Paul Wilson, Building Inspector

TYPING

Leanna Taylor, Secretary

Copies are available at the:

Hendricks County Planning Department
930 East Main/P.O. Box 313
Danville, Indiana 46122

$10 per copy

COUNTY COMMISSIONERS

Marvin Money
Herschel Gentry
Richard Himsel

COUNTY PLAN COMMISSION

John A. Randall, Jr., President
Ross McClain, Vice President
Arvin Lamberson
Howard Conley
Herschel Gentry
Lindy Gladden
Alton Huntsman
Jack Roseboom
Richard Whicker

DIRECTOR OF PLANNING DEPARTMENT

Michael E. Graham

PAST COUNTY
COMMISSIONER CONTRIBUTOR

Arthur R. Himsel

PAST PLAN COMMISSION
MEMBER CONTRIBUTORS

James Durell
Edgar E. Foudray
Major Franklin
Arthur R. Himsel
Richard A. Lewis
Charles Whicker

COUNTY PLAN COMMISSION COUNSEL

E. Alonzo Deckard,
Lind, Deckard, & O'Brien

A TRIBUTE TO
ARTHUR R. HIMSEL
1916 - 1983

Rarely do we find a public official motivated by a commitment to his community rather than a reaction to the most immediate popular political issue. Often the long term community good is sacrificed because of short term pressure generated by a special interest. However, for twenty-eight years, Hendricks County saw an exception to these general political rules as Art Himsel provided quiet leadership in the elected office of County Commissioner.

When Art first took office in 1955, he saw the subdivision and housing problems being created within Hendricks County by the post World War II housing expansion and the beginning Indianapolis suburbanization. He knew if Hendricks County did not make some hard political decisions about planning and zoning that future generations would be paying the price for dilapidating subdivision streets, inadequate drainage systems, and substandard housing.

The Hendricks County Plan Commission was formed in 1951, but they had difficulty managing new development because of the lack of a zoning ordinance. Zoning was extremely unpopular in 1957, and Art's support of a zoning ordinance could easily lead to only a single term as County Commissioner. Art often remarked that the public hearing held to consider the first zoning ordinance was the most controversial, most heated, and most difficult public hearing he attended in his twenty-eight years as County Commissioner. Despite these problems, he led the Commissioners in the adoption of the first zoning ordinance because he felt it would benefit the community.

This Comprehensive Plan was the last major planning project that Art helped to develop and adopt. It is appropriate to acknowledge Art's contribution to his community and his special contribution to planning. May we follow Art's leadership and strive to maintain a commitment to the future.

SPECIAL ACKNOWLEDGEMENT

The preparation of this document involved contributions from a substantial number of citizens. These citizens served on various committees responsible for the direction and review of this Plan. Without their time and effort, the practical philosophy and the practical applications set out in this Plan may not have been realized. We are grateful to the following persons for their dedication and assistance.

Citizens Advisory Committee Chairman

John Hardin, Jr.

Subcommittee Chairmen

Ed Schrier
John Battershell
Ed Whales
Gary Baldauf

Committee Participants

Stanley Abbott
Gordon Allen
Ernest Baldauf
Gary Baldauf
Henrietta Baldauf
Keith Baldwin
Howard Barnett
Ron Bartley
John Battershell
Richmond W. Bram
Edward Brown
John Brown
Richard Brunes
Don Brunnemer
Pat Buckholtz
Robert Burnell
Sherry Burnett
Birch Butler
W.R. Cole
Troy Colson
Lee Comer
Bill Corbitt
Greg Cornwell
Mark Cornwell
John A. Daum
John Davis
Donnetta S. Dick
Bob Drollinger
Louis Edmonson
Tom Ellen
Dinah Farrington
Ed Ferguson
Chuck Foggatt
Keith Foist
Phyllis Gardner
Herschel Gentry
James Gibson
Marvin Ginn

Frank Gladden
George Hadley
Roy Hamilton
Paul F. Hanebutt
Allen Hardin
Davé Hardin
George Hardin
John Hardin, Jr.
Arthur Himsel
Dave Himsel
Lee Himsel
Tim Hines
Byron Holloway
George T. Huckaby
Joy Johnson
Ernest Jones
Karl Kehrein
Dan Laser
Don Lawson
Joe Lawson
Steve Leatherman
Orville Lewellyn
J. Grant Lowe
Kenneth Magee
John Maloney
Jim Marshall
Ron Marshall
Bruce C. May
Chuck Mead
John F. Mendenhall
Sandra Mills
Marvin Money
Paul Newman
Mrs. Newman
A.E. Nibbs
Ralph Norman
Joseph Nysewander
Mark Orelup, Sr.
Larry Pensinger
Ed Pinkerton
Gene Ploughe
Ted Poilion
John Randall, Jr.
Marcia Randall
Bill Rawlings
Walt Reeder
Bob Ripberger
Bill Roach
Don Robinson
Ralph Schooley
Ed Schrier
Stan Shartle
Vernon Shepard, Jr.
Larry Sipos
Carolyn Smith
Tim Spoor
Willie Stark
Bruce Stauffer
Steve Sudler
Michael Sullivan
Nick Teliha
Mike Temple
Dean Turner
John Uffman
Paul Vondersaar
Henry Wallis
Ed Whalen
Emmett Wheatley
Ernest Wheatley
James White
Wayne Williams
Fred Woodford
Mike Worth
L. Kay Wright

LIST OF TABLES

TABLES (Cont'd)

PREFACE

This plan is to provide guidance for the future physical development of the Hendricks County community. Such a guide or plan is necessary to avoid errors and waste which can be created due to the lack of understanding and judgement of how development affects the total community. Every community, including Hendricks County, evolves from the collective sum of individual decisions made by both citizens and government. This development plan provides the framework to evaluate decisions and their affect on the total community.

This plan is a composite of components from many studies and plans. Included are analyses of population trends, existing and projected land uses, transportation needs, inventory of public facilities, evaluation of community services, natural resources, and recommendations on the management of physical development activities. Because this plan encompasses all the geographical parts of the County, it is entitled "The Comprehensive Plan of Hendricks County".

This is a general plan focusing on the long range development of Hendricks County. This plan looks beyond the pressing daily problems to chart the direction of community growth for the next 20 years and should not be confused with the related regulatory ordinances such as the Zoning Ordinance or the Subdivision Control Ordinance. The Subdivision Control Ordinance and the Zoning Ordinance are implementation tools established to assist in the achievement of the objectives outlined by this Comprehensive Plan.

Hindsight is more certain than foresight. As changes occur, some of the program proposals presented will

require amendments. With this obvious limitation on long range planning, it must be acknowledged that a continuity of effort is essential to the success of the planning objectives outlined in this plan.

This Comprehensive Plan will first examine the existing natural and man made characteristics of the County. The second section will project future growth and development. Finally, the plan will establish objectives for the future development of Hendricks County.

NATURAL RESOURCES

INTRODUCTION

With a greater awareness of environmental problems, communities have taken a closer look at their existing natural resources. It is important to evaluate the natural ability and limitations of the land to support different land uses before a specific land use is determined.

The existing natural resources of Hendricks County have been inventoried in numerous studies. Information in these studies provides both an understanding of the potential benefits and the limitations of the County's natural resources.

The Soil Survey of Hendricks County, Indiana, published in 1974, examines Hendricks County's soil types and characteristics. The soil survey was prepared by the United States Department of Agriculture, Soil Conservation Service in cooperation with the Purdue University Agriculture Experiment Station.

SOILS

Soil surveys are prepared by soil scientists to identify the location and type of soils within a community. The soil scientists use their knowledge to observe steepness, length and shape of slopes, types of rock and many other natural facts which assist in identification of soil types. In addition to scientific observations, many soil borings were made to study soil profiles. By comparing these soil profiles with other known profiles, scientists are able to classify the soils into types or associations. After the soils are identified, they are mapped to show their location within the County.

Soil Types:

There are seven principle soil associations found in Hendricks County. The characteristics, percentage of land area and limitations of these soil associations are discussed in the following pages. The general location of these soil associations are found on Map 1A. The following soil classifications are from the Soil Survey of Hendricks County.

1) Fincastle-Ragsdale Association - Association 1 is on uplands. It comprises approximately 9 percent of the land area of Hendricks County. About 76 percent of this association is Fincastle soils and about 21 percent is Ragsdale soils. The remaining 3 percent is minor soils.

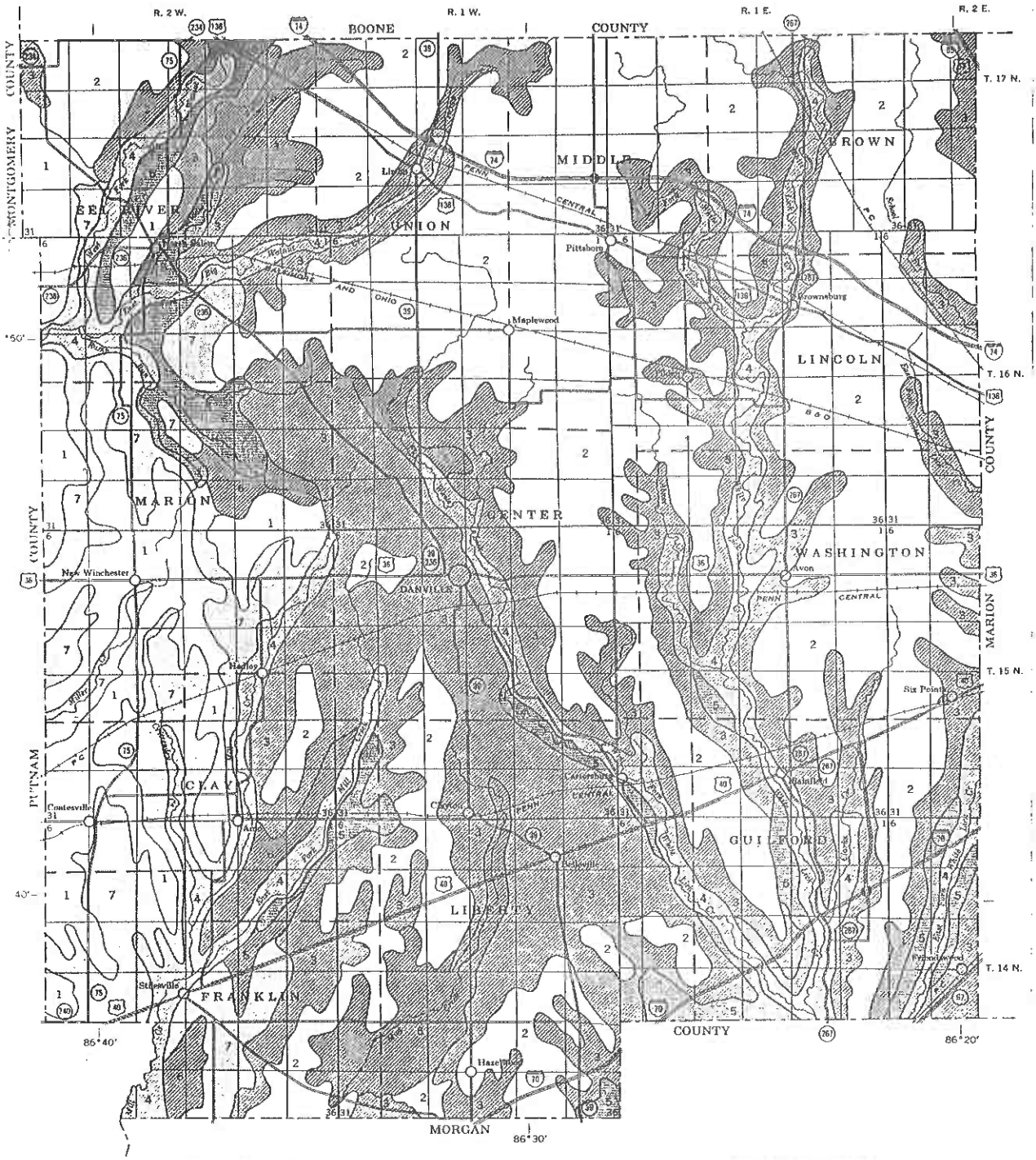
Fincastle soils occupy broad flats at a slightly higher elevation than Ragsdale soils. These soils are deep and somewhat poorly drained. They have a medium textured surface layer and a yellowish-brown, moderately fine textured subsoil that is irregularly marked with spots of color. These soils are underlain by medium textured till at a depth of 36 to 70 inches.

Ragsdale soils are in slight depressions that range from fingerlike draws to broad flats. These soils are deep and very poorly drained. They have a moderately fine textured surface layer and a dark gray and yellowish-brown, moederately fine textured subsoil that is irregularly marked with spots of color. These soils are underlain by medium textured till at a depth of 36 to 60 inches.

Minor soils in this association are moderately well drained Xenia soils and the well drained Russell soils of which are on islandlike knolls and on sides of natural drainage ways.

Wetness is the main limitation to use of the soils in this association. Erosion is a hazard where the soils are gently sloping. Artificial drainage is needed.

Map 1A



SOIL ASSOCIATIONS *

1. Fincastle-Ragsdale association: Deep, somewhat poorly drained and very poorly drained, nearly level and gently sloping, medium-textured and moderately fine textured soils formed in silt-mantled glacial till on uplands
2. Crosby-Brookston association: Deep, somewhat poorly drained and very poorly drained, nearly level and gently sloping, medium-textured and moderately fine textured soils formed in glacial till on uplands
3. Miami-Crosby association: Deep, well drained and somewhat poorly drained, nearly level to moderately steep, medium-textured and moderately fine textured soils formed in glacial till on uplands
4. Genesee-Shoals association: Deep, well drained and somewhat poorly drained, nearly level, medium-textured soils formed in alluvium on bottom lands
5. Ockley-Martinsville-Fox association: Well drained, nearly level to moderately sloping, medium-textured and moderately fine textured soils that are deep to moderately deep over sand and gravel; formed in glacial outwash on outwash plains
6. Rensselaer-Whitaker association: Deep, very poorly drained and somewhat poorly drained, nearly level, moderately fine textured and medium textured soils formed in glacial outwash on outwash plains, in sluiceways, and in old lakebeds
7. Xenia-Russell-Miami association: Deep, moderately well drained and well drained, nearly level to moderately steep, medium-textured and moderately fine textured soils formed in silt-mantled glacial till on uplands

* Texture refers to the surface layer of the major soils of each association.

Compiled 1972

U. S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
PURDUE UNIVERSITY AGRICULTURAL EXPERIMENT STATION

GENERAL SOIL MAP

HENDRICKS COUNTY, INDIANA

Scale 1:126,720

1 0 1 2 3 4 Miles

N

Each area outlined on this map consists of more than one kind of soil. The map is thus meant for general planning rather than a basis for decisions on the use of specific tracts.

SECTIONALIZED TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

2) Crosby-Brookston Association - Association 2 is on uplands. It comprises approximately 52 percent of the land area of Hendricks County. About 55 percent of this association is Crosby soils and about 40 percent is Brookston soils. The remaining 5 percent is minor soils.

Crosby soils are on oval knolls at a slightly higher elevation than Brookston soils. These soils are deep and somewhat poorly drained. They have a medium-textured surface layer and a yellowish-brown, moderately fine textured subsoil that is irregularly marked with spots of color. Crosby soils are underlain by medium-textured till at a depth of 24 to 42 inches.

Minor soils in this association are the well drained Miami soils. These soils are on islandlike knolls and on sides of natural drainage ways.

Wetness is the main limitation to use of the soils in this association. Where slopes are more than 2 percent, erosion is a hazard. Artificial drainage is needed.

3) Miami-Crosby Association - Association 3 is on uplands. It comprises approximately 19 percent of the land area of Hendricks County. About 68 percent of this association is Miami soils and about 19 percent is Crosby soils. The remaining 13 percent is minor soils.

Miami soils occupy knolls and sides of natural drainage ways. Where these soils are on sides of natural drainage ways, they are between Crosby soils and areas of soil on bottom lands and outwash plains. Miami soils are deep, well drained and gently sloping to moderately steep. They have a medium-textured and moderately fine textured surface layer and a dark yellowish-brown, moderately fine textured subsoil. These soils are underlain by medium-textured till at a depth of 36 to 60 inches.

Crosby soils are in slightly lower areas than Miami soils. They are deep, somewhat poorly drained and

nearly level. These soils have a medium-textured surface layer and a yellowish-brown, moderately fine textured subsoil that is mottled. They are underlain by medium-textured till at a depth of 24 to 42 inches.

Minor soils in this association are the well drained Hennepin and Genesee soils and very poorly drained Brookston soils. Hennepin soils are in sharp breaks between areas of soil on bottom lands and Miami soils. Brookston soils are in fingerlike depressions within areas of Crosby and Miami soils. Genesee soils are on bottom lands.

Erosion is the main hazard in the use and management of the soils in this association. Wetness is a limitation to the use of the Crosby soils and the less extensive Brookston soils.

4) Genesee-Shoals Association - Association 4 is on the first bottom adjacent to major streams and their tributaries. It comprises approximately 8 percent of land area of Hendricks County. About 59 percent of this association is Genesee soils and about 38 percent is Shoals soil. The remaining 3 percent is minor soils.

Genesee soils are at a slightly higher elevation than Shoal soils. These soils are deep and well drained. They have a medium-textured surface layer and a dark grayish-brown and dark brown, medium textured subsoil. Genesee soils were found in loamy alluvium.

Shoals soils are deep and somewhat poorly drained. They have a medium-textured surface layer and subsoil. The subsoil is light brownish-gray and grayish brown and is mottled. These soils are found in loamy alluvium.

Minor soils in this association are the well drained Fox soils and the somewhat poorly drained Whitaker soils. Fox soils are on gravelly knolls and Whitaker soils are on outwash plains.

Flooding is a hazard in the use and management of

the major soils in this association. Wetness is a limitation to use of the Shoals soils.

5) Ockley-Martinsville-Fox Association - Association 5 is on outwash plains. It comprises approximately 4 percent of land area of Hendricks County. About 42 percent of this association is Ockley soils, about 31 percent is Martinsville soils and 21 percent is Fox soils.

Ockley soils are in areas between soils on uplands and soils on bottom lands. These soils are deep, well drained and nearly level to gently sloping. They have medium-textured surface layers and a dark brown, moderately fine textured subsoil. Depth to sand and gravel is between 42 and 60 inches.

Martinsville soils are between soils on uplands and soils on bottom lands. These soils are deep, well drained and nearly level to gently sloping. They have a medium-textured surface layer and a dark brown and dark yellowish-brown, moderately fine textured subsoil. Thin layers of stratified silt, sand and clay are at a depth of about 36 inches.

Fox soils are on sides of natural drainageways and in narrow bands above soils on bottom lands. They are moderately deep over sand and gravel. These soils are well drained and nearly level to moderately sloping. They have a medium-textured and moderately fine textured surface layer and a brown, moderately fine textured subsoil. Depth to sand and gravel is between 24 and 40 inches.

Minor soils in this association are the somewhat poorly drained Whitaker and the very poorly drained Rensselaer soils. Whitaker soils are on outwash plains and in glacial sluiceways and Rensselaer soils are in old glacial lakebeds and in glacial sluiceways.

Erosion is the main hazard in the use and management of the soils in this association. Droughtiness is a

limitation to use of Fox soils and wetness is a limitation to use of the less extensive Whitaker and Rensselaer soils. Ockley and Fox soils are a source of sand and gravel.

6) Rensselaer-Whitaker Association - Association 6 is in old glacial lakebeds, in glacial sluiceways and on outwash plains. It comprises approximately 5 percent of the land area of Hendricks County. About 64 percent of this association is Rensselaer soils and about 30 percent is Whitaker soils. The remaining 6 percent is minor soils. Rensselaer soils are in broad depressions and in narrow fingerlike areas within areas of Whitaker soils. These soils are deep and very poorly drained. They have a moderately fine textured surface layer and subsoil. The subsoil is dark gray and is irregularly marked with spots of color. Depth to loamy glacial outwash is between 36 and 48 inches.

Whitaker soils are in oval areas at a slightly higher elevation than Rensselaer soils. These soils are deep and somewhat poorly drained. They have a medium-textured surface layer and a yellowish-brown, moderately fine textured subsoil that is mottled. These soils are underlain by loamy glacial outwash.

Minor soils in this association are the well drained Martinsville soils and the very poorly drained Mahalasville soils. Martinsville soils are on outwash plains and Mahalasville soils are in old glacial lakebeds.

Wetness is the main limitation to use of soils in this association.

7) Xenia-Russell-Miami Association - Association 7 is on uplands. It comprises approximately 3 percent of the land area of Hendricks County. About 44 percent of this association is Xenia soils, about 32 percent is Russell soils and about 18 percent is Miami soils.

Xenia soils are adjacent to steeper Russell and Miami soils. These soils are deep, moderately well drained and nearly level or gently sloping. They have a medium-textured surface layer of yellowish-brown, moderately fine textured subsoil that is mottled. These soils are underlain by medium-textured till at a depth of 36 to 60 inches.

Russell soils are deep, well drained, and gently sloping or moderately sloping. They have a medium-textured surface layer and a yellowish-brown and brown, moderately fine textured subsoil. These soils are underlain by medium-textured till at a depth of 40 to 70 inches.

Miami soils are on knolls adjacent to Russell soils and on sides of natural drainageways. These soils are deep, well drained and gently sloping to moderately steep. They have a medium-textured and moderately fine textured surface layer and a dark yellowish-brown, moderately fine textured till at a depth of 24 to 42 inches.

Minor soils of this association are the very poorly drained Ragsdale soils and the somewhat poorly drained Fincastle soils. Fincastle soils are in nearly level areas, and Ragsdale soils are in the depressions.

Opportunity and Limitations:

The suitability and limitations of these seven soil associations are shown on the following tables. Limitations are expressed as slight, moderate and severe. These three degrees of limitations are defined as follows:

Slight - relatively free of limitations or limitations easily overcome.

Moderate - limitations need to be recognized, but can be overcome with good management and careful design.

Severe - limitations are severe enough to make use questionable.

Table 1B shows the soil limitations on various urban land uses in Hendricks County. The soils information shows that approximately 96 percent of Hendricks County is rated as

SOIL LIMITATIONS ON URBAN USES
HENDRICKS COUNTY

Association	Residential Development -without public sewer-	Residential Development -with public sewer-	Light Industrial, Commercial and Public Uses
1	97% - severe 3% - moderate	76% - Moderate 21% - severe 3% - complex of slight and moderate	76% - moderate 21% - severe 3% - complex of slight and moderate
2	95% - severe 5% - moderate	55% - moderate 40% - severe 5% - complex of slight and moderate	55% - moderate 40% - severe 5% - complex of slight and moderate
3	68% - moderate 32% - severe	68% - complex of slight and moderate 19% - moderate 13% - severe	68% - complex of slight and moderate 19% - moderate 13% - severe
4	97% - severe 3% - complex of slight and moderate	97% - severe 3% - complex of slight and moderate	97% - severe 3% - complex of slight and moderate
5	94% - slight 6% - severe	73% - slight 21% - complex of slight and moderate 6% - complex of moderate and severe	73% - slight 21% - complex of slight and moderate 6% - complex of moderate and severe
6	94% - severe 6% - complex of slight and severe	64% - severe 30% - moderate 6% - complex of slight and severe	64% - severe 30% - moderate 6% - complex of slight and severe
7	50% - severe 50% - moderate	50% - complex of slight and moderate 44% - moderate 6% - complex of moderate and severe	50% - complex of slight and moderate 44% - moderate 6% - complex of moderate and severe

TABLE 1C

SOILS SUITABILITY FOR CROPLAND,
PASTURE AND WOODLAND
HENDRICKS COUNTY

Association	Cropland	Pasture	Woodland
1	100% - well suited	97% - suited 3% - well suited	100% - well suited
2	100% - well suited	95% - suited 5% - well suited	100% - well suited
3	87% - well suited 13% - complex of suited and well suited	68% - well suited 19% - suited 13% - complex of suited and well suited	100% - well suited
4	97% - well suited 3% - well suited	97% - well suited 3% - complex of suited and well suited	100% - well suited
5	79% - well suited 21% - suited	73% - well suited 21% - suited 6% - complex of suited and well suited	100% - well suited
6		64% - suited	
7	100% - well suited	94% - well suited 6% - suited	100% - well suited

TABLE 1D

SOIL LIMITATIONS ON RECREATIONAL USES
-HENDRICKS COUNTY-

Association	Cottages and Utility Buildings	Tent and Camp Trailor Sites	Picnic Areas, Parks and Intensive Play Areas	Playground, Athletic Field and Intensive Play Areas	Bridle Paths, Nature and Biking Trails	Golf Course Fairways
1	76%-moderate 21%-severe 3%-complex of slight & moderate	76%-moderate 21%-severe 3%-complex of slight & moderate	76%-moderate 21%-severe 3%-complex of slight & moderate	76%-moderate 21%-severe 3%-complex of slight, moderate & severe	76%-moderate 21%-severe 3%-slight	76%-moderate 21%-severe 3%-complex of slight & moderate
2	55%-moderate 40%-severe 5%-complex of slight & moderate	55%-moderate 40%-severe 5%-complex of slight & moderate	55%-moderate 40%-severe 5%-complex of slight & moderate	55%-moderate 40%-severe 5%-complex of slight, moderate & severe	55%-moderate 40%-severe 5%-slight	55%-moderate 40%-severe 5%-complex of slight & moderate
3	68%-complex of slight & moderate 19%-moderate 13%-severe	68%-complex of slight & moderate 19%-moderate 13%-severe	68%-complex of slight & moderate 19%-moderate 13%-severe	68%-complex of slight, moderate & severe 19%-moderate 13%-severe	68%-slight 19%-moderate 13%-complex of moderate & severe	68%-complex of slight & moderate 19%-moderate 13%-severe
4	97%-severe 3%-complex of slight & moderate	97%-severe 3%-complex of slight & moderate	59%-moderate 38%-severe 3%-complex of slight & moderate	97%-severe 3%-complex of slight, moderate & severe	97%-moderate 3%-complex of slight & moderate	97%-moderate 3%-complex of slight & moderate
5	73%-slight 21%-complex of slight & moderate	73%-slight 21%-complex of slight & moderate 6%-complex of moderate & severe	73%-slight 21%-complex of slight & moderate 6%-complex of moderate & severe	73%-complex of slight & moderate 21%-complex of slight, moderate & severe 6%-complex of moderate & severe	94%-slight 6%-complex of slight & moderate	73%-slight 21%-complex of slight & moderate 6%-complex of moderate & severe
6	64%-severe 30%-moderate 6%-	64%-severe 30%-moderate 6%-	64%-severe 30%-moderate 6%-	64%-severe 30%-moderate 6%-	64%-severe 30%-moderate 6%-	64%-severe 30%-moderate 6%-
7	50%-complex of slight & moderate 44%-slight 6%-complex of moderate & severe	50%-complex of slight & moderate 44%-slight 6%-complex of moderate & severe	50%-complex of slight & moderate 44%-slight 6%-complex of moderate & severe	50%-complex of slight, moderate & severe 44%-complex of slight & moderate 6%-complex of moderate & severe	94%-slight 6%-complex of moderate & severe	50%-complex of slight of moderate 44%-slight 6%-complex of moderate & severe

severe for urban development utilizing septic systems. While this limitation existed, 86 percent of the urban development between 1970-1980 in the unincorporated areas of the County used septic systems. Given the existing soil conditions, the County must explore alternative sewage treatment methods other than the conventional septic system.

The natural soil characteristics provide a great opportunity for agricultural activities within Hendricks County. Based on the soil associations, 97 percent of Hendricks County is well suited for agricultural uses. Table 1C shows the soil suitabilities for cropland, pasture and woodland in Hendricks County. Failure to recognize the potential of this natural resource could mean the loss of the resource. Good conservation practices should be exercised to insure that this natural resource is not wasted. A more detailed discussion of agricultural activities in Hendricks County will be presented later in this plan.

Limitations on recreational uses of the land within Hendricks County are shown on Table 1D. The demand for recreational facilities will increase within the County as urbanization takes place. Existing soil conditions will not handicap efforts to meet recreational demands.

GEOLOGY

During 1975, a geological survey of Hendricks County was prepared to provide geologic information for specific community planning needs. This study included bedrock geology and topography, drift thickness, water well information, sand and gravel resources and sanitary landfill information.

Like the need for soils information, the need for geologic information is becoming increasingly important to community planners. The need to protect natural resources, such as sand and gravel, from urban uses constructed over these deposits is vital. Information on well water availability and locations is necessary for a community to plan for future water supply needs. Environmentally sound landfills are needed until technology provides some other feasible system of solid waste disposal.

All land uses should be determined with respect and understanding of the natural suitability of the land. The following information was obtained from a survey entitled Some Environmental Geologic Factors as Aids to Planning in Hendricks County, Indiana. The report was prepared by John R. Hill and George S. Austin for the Indiana Department of Natural Resources.

Geologic History:

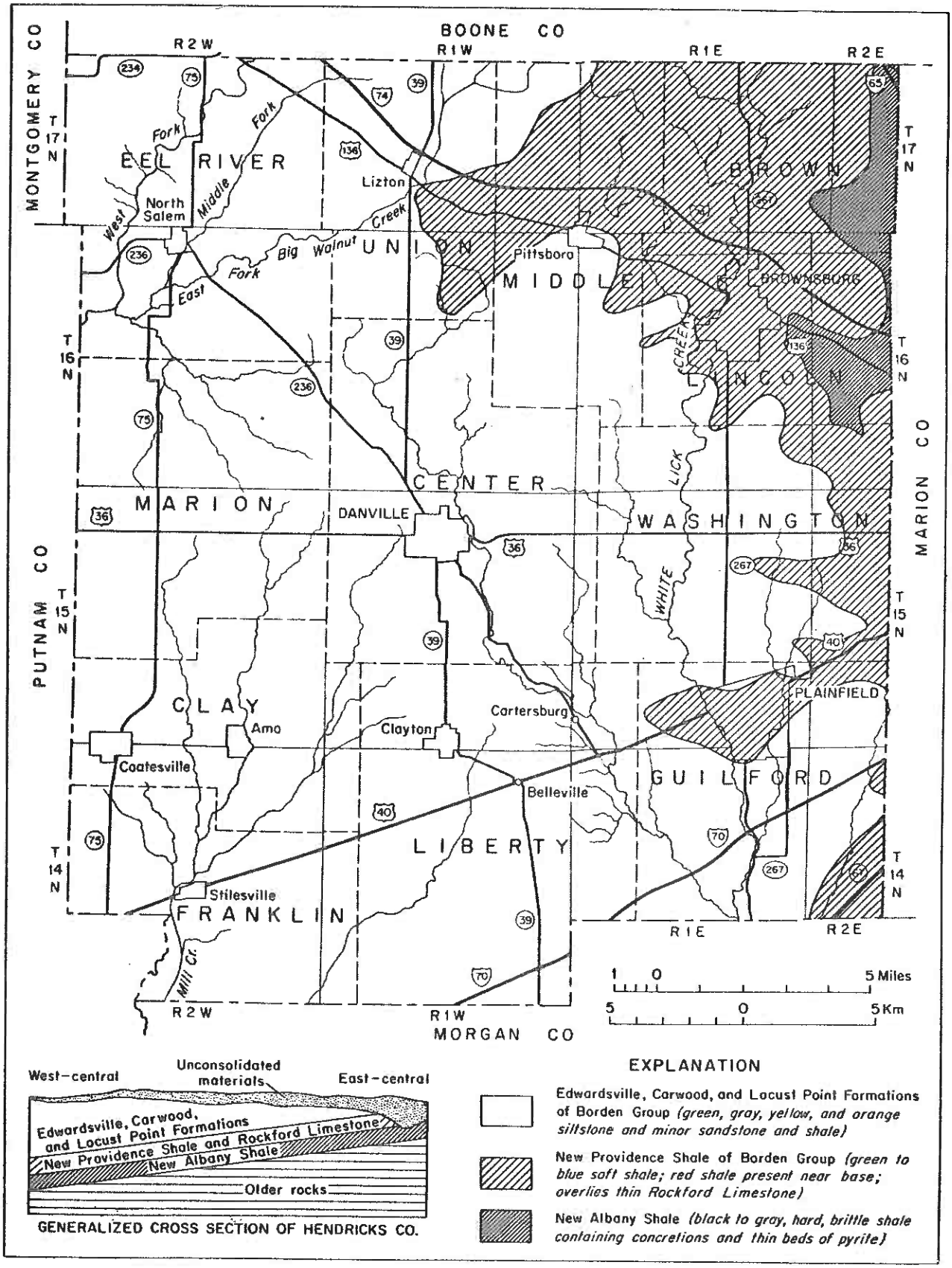
The earthen materials in Hendricks County were formed by glacial erosion and deposition. Indiana and Hendricks County were affected by three major ice advances and retreats during the Ice Age. The most common material deposited in the County by this glacial action is till, an unsorted conglomeration of sediments ranging in size from boulders several tons in weight to fine silt and clay. Such tills were smeared over the landscape by mile high thickness of ice. The last glaciation was entitled the Wisconsinan and occurred some 18,000 years ago.

Periodically throughout the Wisconsinan, climatic conditions warmed and caused the ice to retreat to northern latitudes, only to readvance as temperatures fell again. During each ice recessional phase, large volumes of water were released cutting valleys just as modern rivers fill their floodways with sediment.

As ice readvanced over an area, the glacial floodways and their outwash deposits were covered by a fresh layer of till. Buried valley deposits now carry large volumes of ground water and serve as the principle aquifers in the County. As the ice left this area for the last time, the major drainageways now occupied by the White Lick Creek, Mill Creek and Walnut Creek were established.

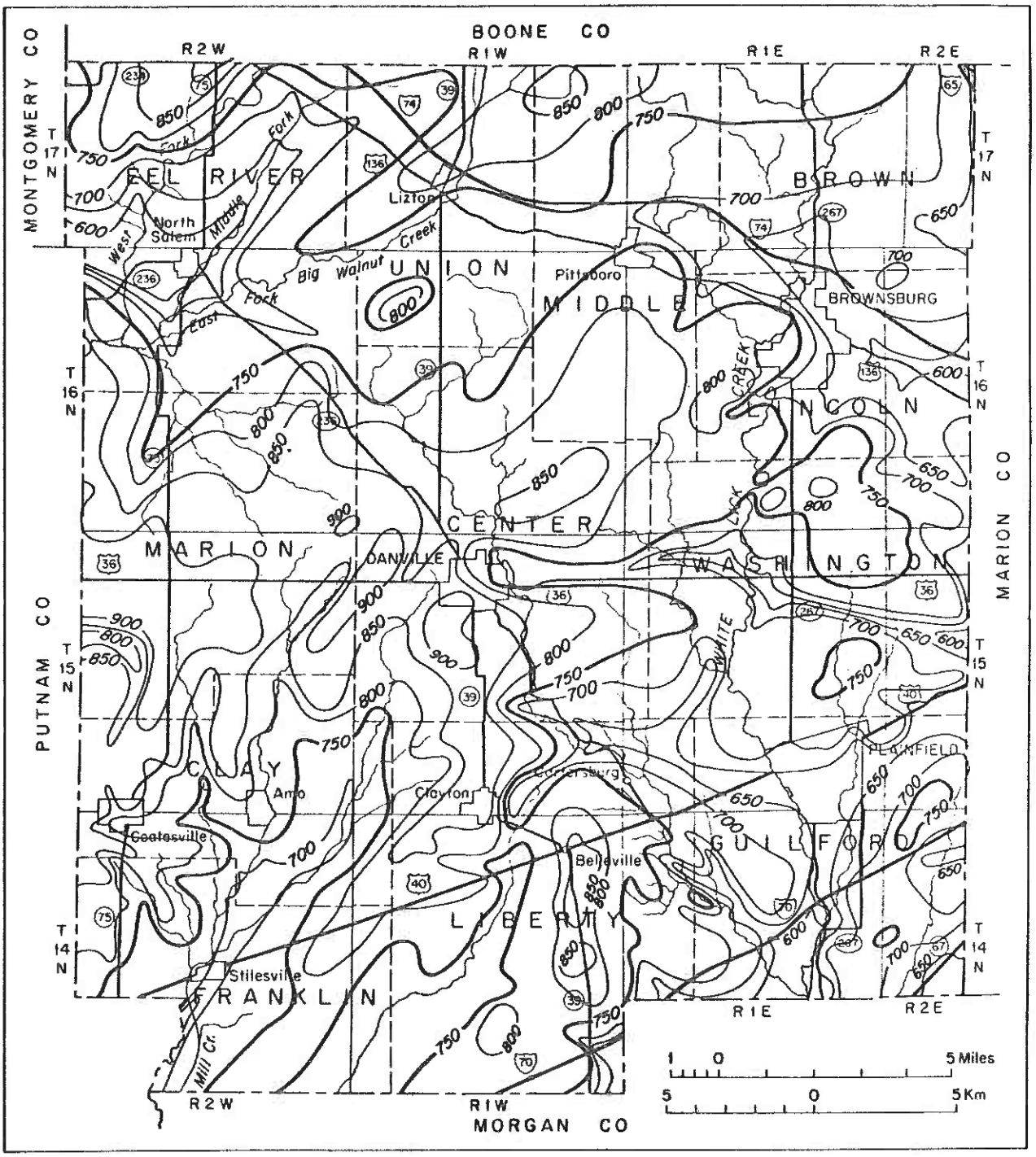
The bedrock geology and topography of Hendricks County are shown on maps 1E and 1F. Drift thicknesses over the bedrock range from 25 to 250 feet. The contour map 1G shows the drift thickness in Hendricks County.

BEDROCK GEOLOGY



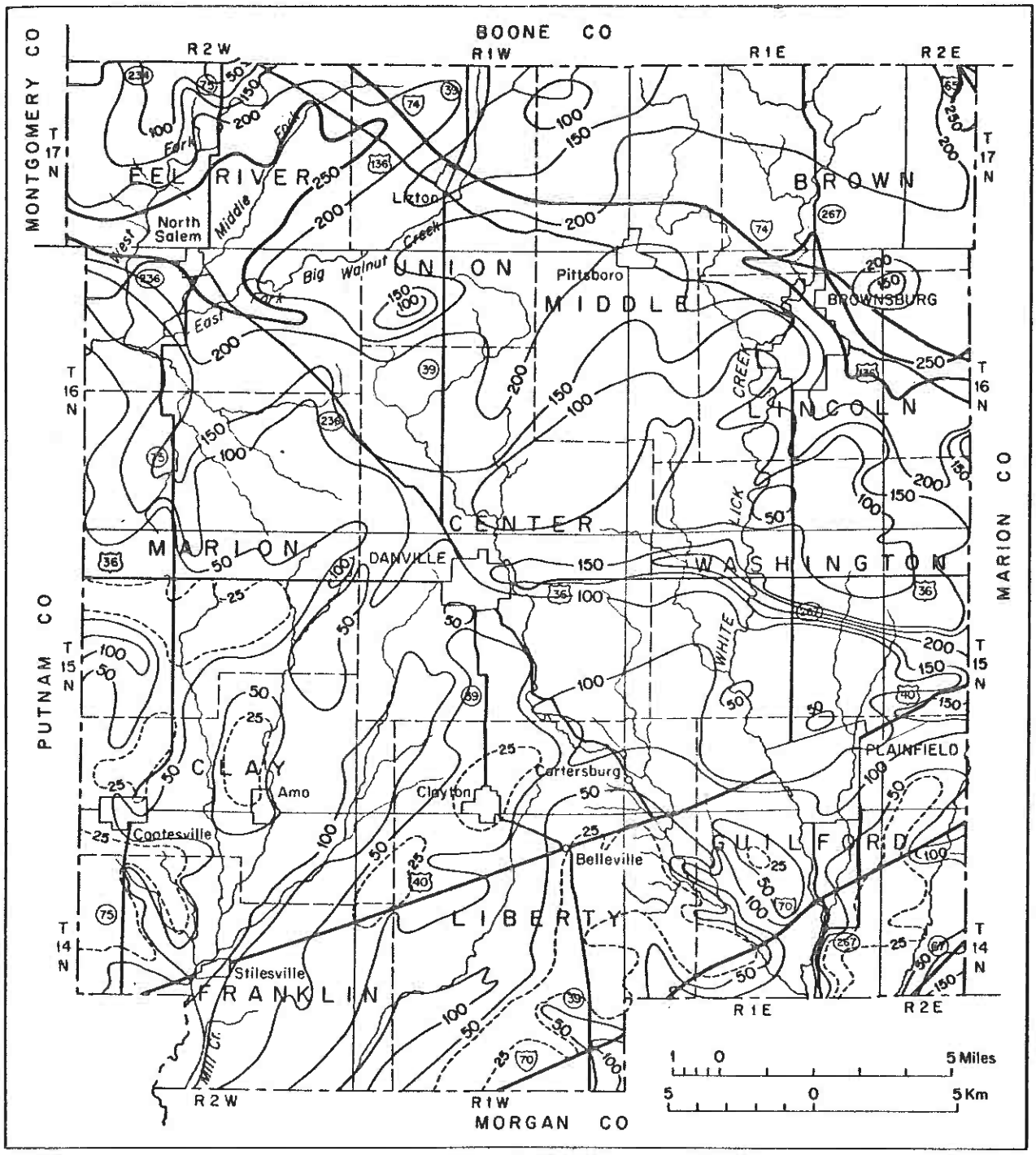
Bedrock geology

BEDROCK TOPOGRAPHY



Bedrock topography. Contour interval 50 ft. Datum is mean sea level.

DRIFT THICKNESS



Drift thickness. Contour interval 50 ft. 25-ft supplementary contour shown with dashed line.

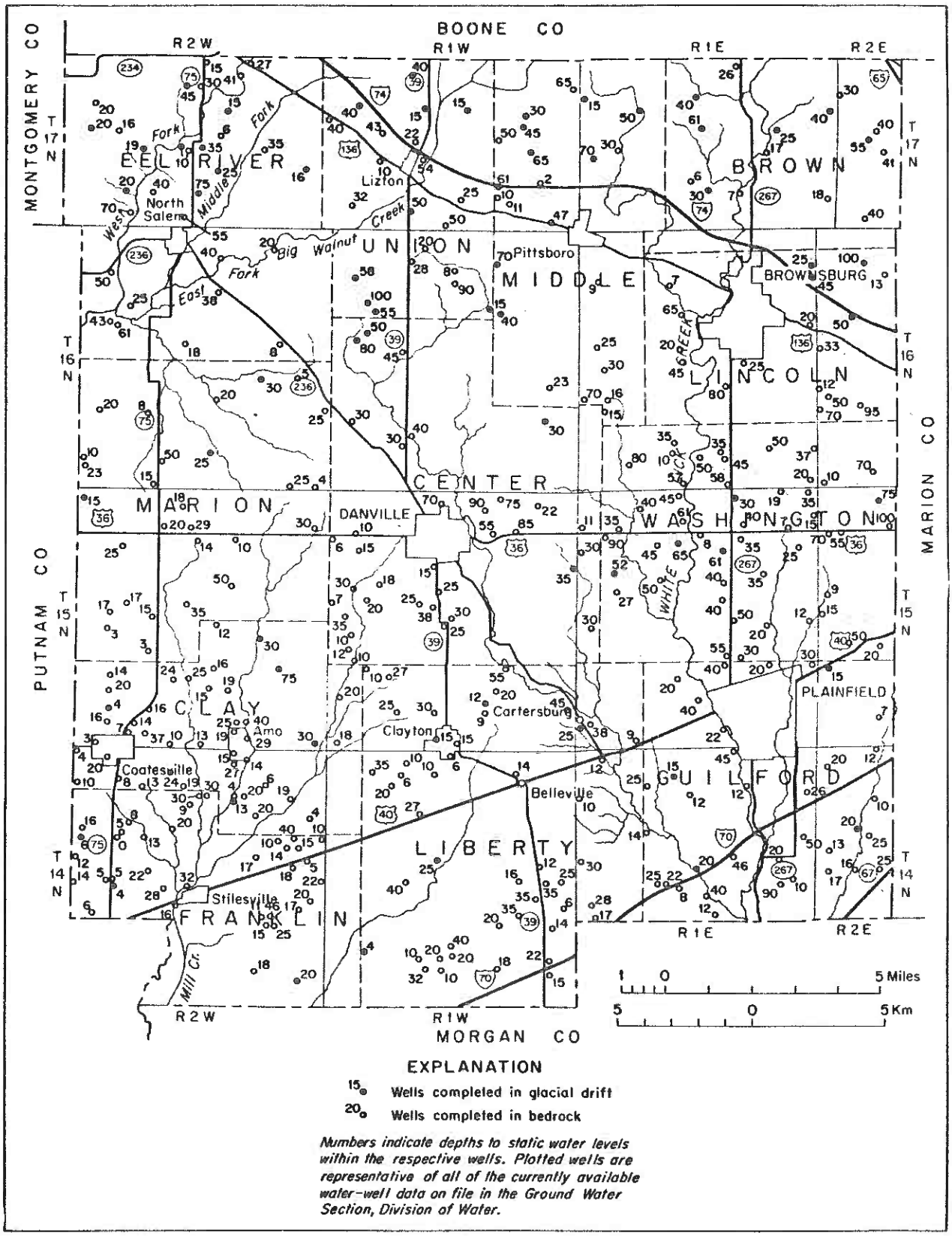
Planning Factor:

The geologic factors found in Hendricks County should be used as tools in making sound land use decisions within the County. The following sections provide geologic factors and information which will assist in planning efforts. These sections are paraphrased from the geological study entitled Some Environmental Geologic Factors as Aids to Planning in Hendricks County, Indiana.

Water Well Information - Map 1H represents available water well data in Hendricks County. Two kinds of aquifer systems are present in Hendricks County: the bedrock aquifer, which consists of porous and permeable sandstone, and glacial drift aquifers, which consists of sand and gravel units generally bonded above and below by nearly impermeable till. The bedrock aquifer (refer to drift thickness map for information on depth to bedrock) is mostly restricted to sandstone within the Borden Group, although some ground water is extracted from the thin overlaying shale. For the most part, this shale has low permeability, high iron and sulfur content and poor yields. Bedrock wells (open circles on map) having relatively high static water levels suggest high hydrostatic heads caused by the confining effect of an impermeable cover material on top of the aquifer. The bedrock wells generally are not good producers because the water bearing units are thin and have low permeability.

Almost all wells producing 100 gallons per minute or more are completed in the unconsolidated drift aquifers, the best producers being restricted to buried river valleys that are now filled with great thicknesses of highly permeable sand and gravel of valley-train origin. Walnut and Whitelick Creeks course over much of the buried preglacial valley trends so that many of the best producing wells are on or near the flood plains of these creeks. Most of the drift aquifer recharge takes place along the larger streams

WATER WELL INFORMATION



Water well locations and corresponding depths to static water levels

and the highest yields are expected along their courses. Perched water table within the glacial till is common. Yield from perched groundwater reservoirs is low because most of the water bearing deposits are small pods or lenses of sand and gravel within an impermeable till. Depths to reliable water bearing units within glacial deposits are less predictable than are depths to water in bedrock because of the irregular makeup of these deposits. Glacial aquifers may thicken or thin abruptly and even pinch out altogether. In fact, lateral regularity throughout a given sand and gravel horizon is exceptional. Therefore, depths to principle glacial aquifers cannot be predicted on a county-wide basis. Wells close to a proposed drilling site, however, are excellent guides to probable drilling depths and to water yields.

Sanitary Landfill Information - The most important geologic requirements for a sanitary landfill site (summarized from Indiana Geological Survey Special Report 5) are:

(1) the base of a proposed landfill should be in relatively fine grained materials and more than 20 to 30 feet above the shallowest aquifer; sites should not be located in abandoned sand and gravel pits for this reason;

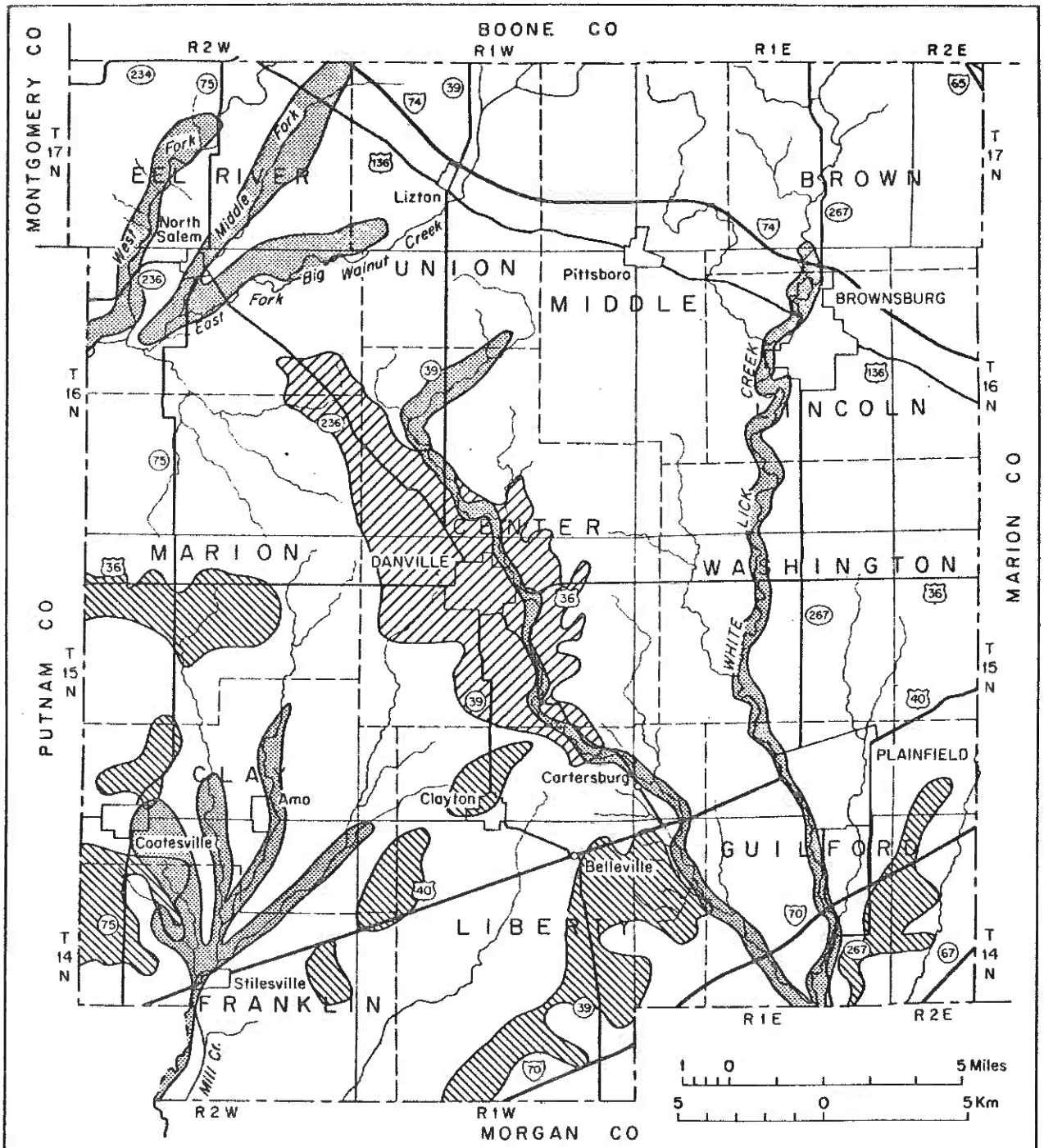
(2) the base of a proposed landfill should be above the highest seasonal level of the water table;

(3) a proposed site should not be subject to flooding; sites should not be located on river flood plains for this reason; and

(4) adequate cover material must be available near a proposed site.

In Hendricks County, much of the land is fairly well to well suited for sanitary landfilling due to the fact that most of the near surface materials consist of fine grained, relatively impermeable till and losses. Map 1I illustrates the general areas suited for landfills in Hendricks County. In most areas, the water table is sufficiently low to permit excavation for a fill and adequate

SANITARY LANDFILL INFORMATION



EXPLANATION

Not suited to sanitary landfilling due to the presence of coarse-textured highly permeable soils, and high incidence of flooding.

Fairly well suited to landfilling but requires special attention to on-site conditions, especially high water table. Soils are moderately permeable loams and could provide a medium for groundwater contamination.

Not well suited to landfilling due to shallow drift. Depth to bedrock is less than 25 feet.

Generally well suited to landfilling, but on-site borings are necessary.

Land-use suitability for sanitary landfilling

cover material is present. Two problems may be encountered:

(1) a hardpan exists in many parts of the County at an average depth of 12 feet below grade, and

(2) owing to the fine texture of most of the soil materials, excavation and working of these materials can be difficult, especially in dry weather.

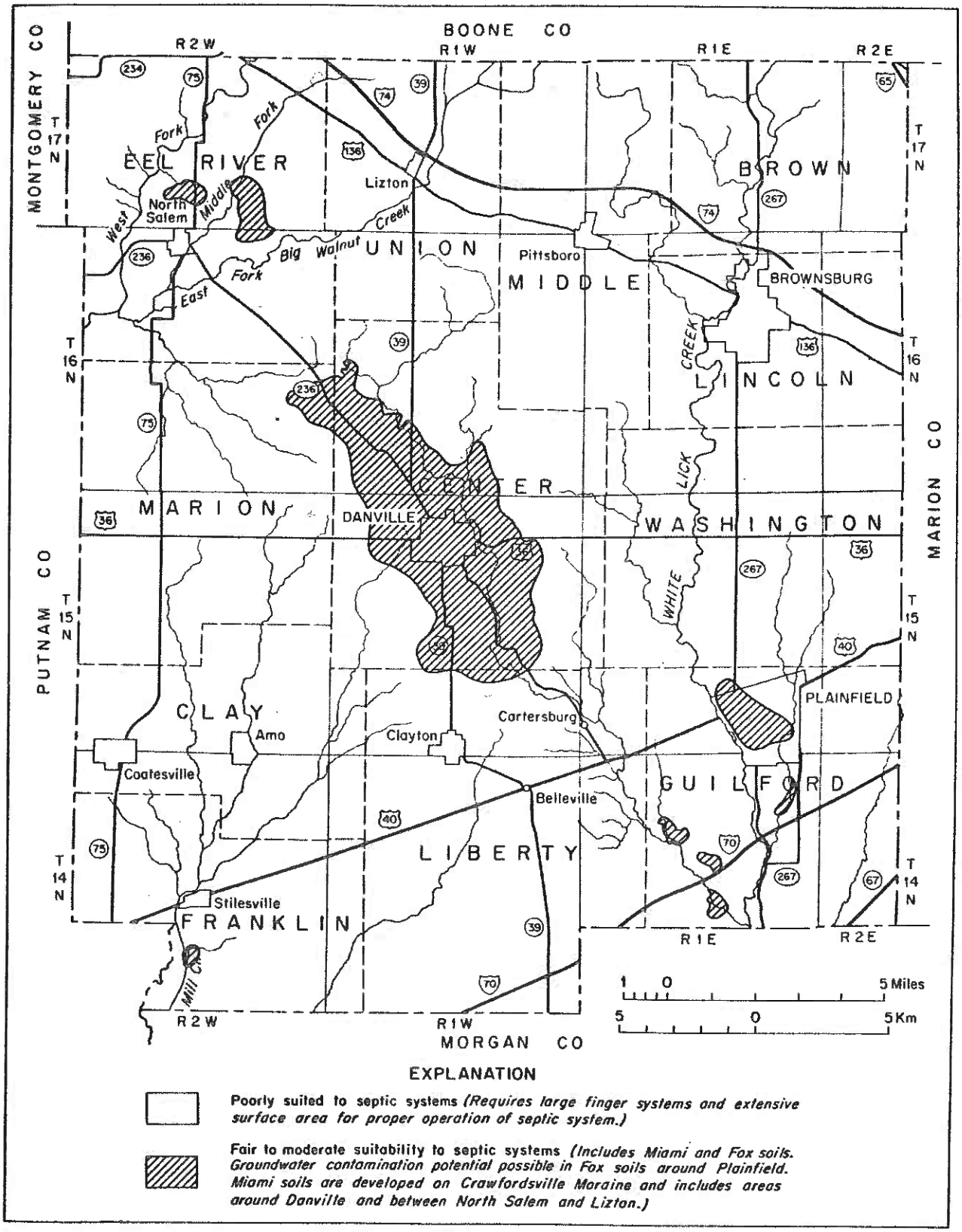
The hardpan is generally no more than 1 or 2 feet thick but requires special equipment to break through it. Furthermore, the hardpan, which is nearly an impermeable layer, is commonly associated with a perched water table. The hardpan is not a continuous unit and, therefore, should not be relied on to prevent leachate contamination of the underlying aquifers.

On-site borings are essential for all proposed landfill sites due to the fact that the exact local conditions may differ from the map generalizations.

Septic System Information - Most of Hendricks County is poorly suited to the use of the septic system because of low permeable soils and a seasonally high water table. (See Map 1J) The dominant earth material in the County is glacial till of loamy to silty loam texture which is covered by loess silt of variable thickness. Both till and loess have relatively low permeability and septic effluent does not percolate readily through these materials. Septic fields usually require tiling, especially in flat or depressional areas to provide proper drainage because of their low water transmitting properties. Fields throughout the County require extensive tile and finger systems and even the heavy rains can drastically reduce efficiency of a given field.

Soils that do offer fair to good septic suitability include Ockley, Fox, Martinsville, Russell and the loamy phase of the Miami Series. All these soils, except the Miami soils, develop atop outwash loess mantles. These soils do not offer optimum conditions, however, because they are sparsely distributed and are associated with high water tables

SEPTIC SYSTEM INFORMATION



Land-use suitability for septic systems

or other potential water table contamination problems. Generally, the Miami soils offer the best suitability to septic systems.

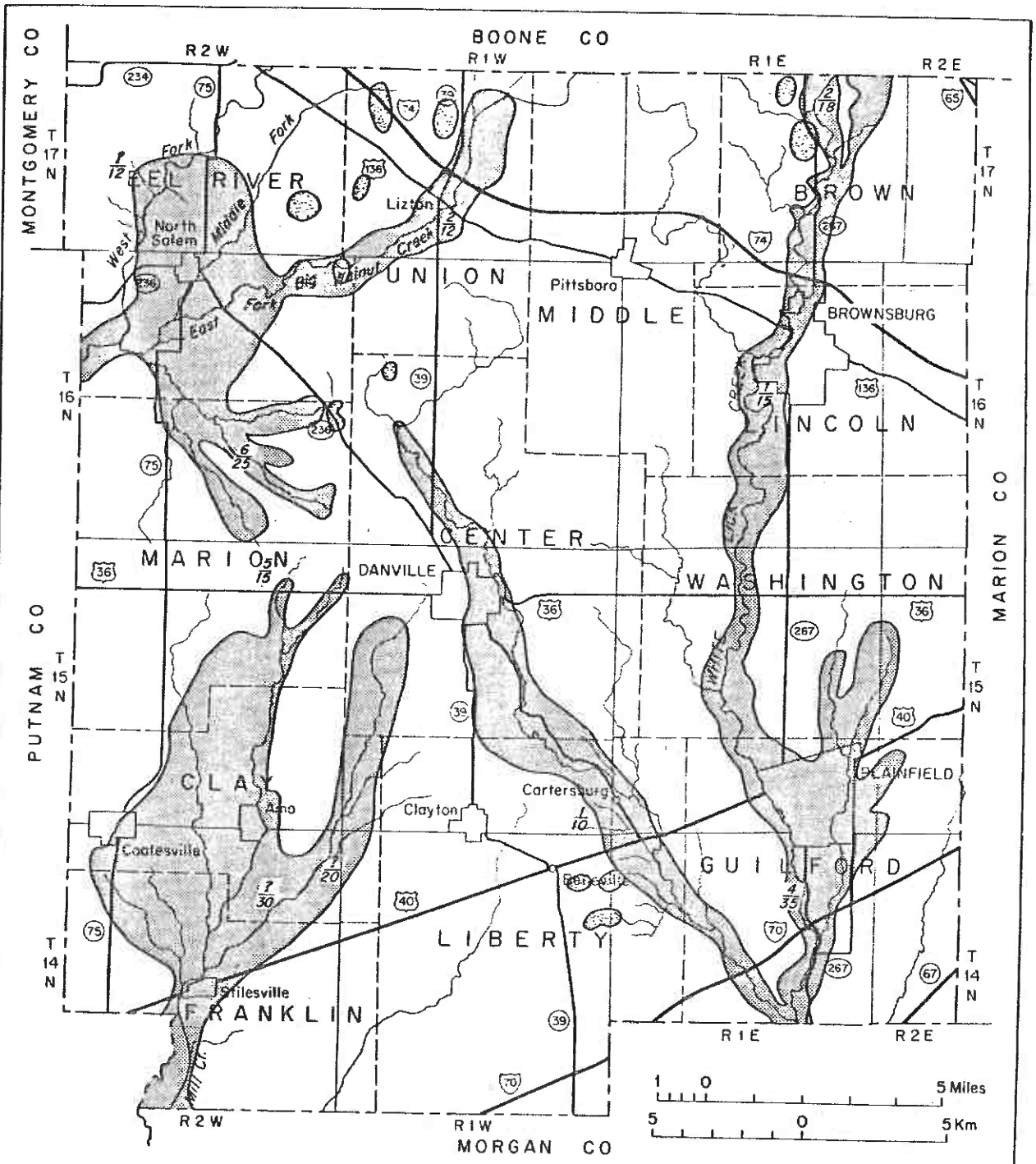
Sand and Gravel Information - Glacial valley-train deposits along the streams account for most of the sand and gravel deposits in Hendricks County. Carried hundreds of miles from their points of origin by ice and water, these materials were deposited in front of the Pleistocene glaciers by torrents of water that washed and sorted the sand and gravel and left variable thicknesses of these sediments along the old water courses. Since Pleistocene time, valley-train materials have been reworked and re-deposited by the modern streams flowing over them.

Hill and moundlike structures composed of stratified sand and gravel called kames are scattered throughout the County and account for a minor amount of potential aggregate materials. Kames are ice-contact features that formed directly adjacent to the melting glacier as it retreated from the area. Deposits of coarse to very coarse gravel are found within or at the base of many kames.

The information on Map 1K was compiled from water well records on file in the Ground Water Section, Division of Water, Department of Natural Resources, and from field investigations of operating and abandoned gravel pits throughout the County. The siting of kame and kame terrace deposits was taken from geologic maps on file at the Indiana Geological Survey.

Guilford, Brown and Liberty Townships contain greater quantities of sand and gravel than do the other townships. All of Guilford Township has good potential for gravel extraction, but only the northwest portion of Brown Township

SAND AND GRAVEL INFORMATION



EXPLANATION

Areas of greatest exploration potential, including most of the valley train and recent sand and gravel deposits found on the flood plains of the streams and in adjacent areas where the broader glacial flood plains formed *(In portions of the shaded area gravel deposits are overlain by 10–25 feet of till. The discontinuous nature of these buried deposits make it impossible to assure economic finds thoughout the area at depths less than 25 feet.)*

Kames and kame terraces *(Considered to be secondary sources of sand and gravel primarily suited to small operations. Only larger kames are shown.)*

5/12 Thickness of overburden and sand and gravel unit *(e.g., 5/12 indicates 5 feet of overburden and 12 feet of sand and gravel.)*

Sand and gravel resources

and northeast quarter of Liberty Township appear to offer good potentials in those townships. Areas in which sand and/or gravel is exposed at the surface should be considered as potential gravel extraction sites in zoning considerations. Terraces are developed along some of the creeks in the County, but in general they are not large enough to supply sizable quantities of sand and gravel. South of Danville along the west side of Cartersburg Road and north of County Road 200S, a terrace deposit as large as 3 acres is present but it is an exceptional example. Whitelick Creek and its branches are the most highly exploited areas of sand and gravel in the County, although nearly every stream bears some evidence of former removal of sand and gravel.

FLOOD HAZARD AREAS

While the natural resource base of Hendricks County provides certain opportunities, it also sets certain limits. One of the more significant limiting factors which must be respected is the flood hazard area within the County. These areas must be protected from the encroachment of conflicting land uses which could create a hazardous condition for man and his environment. The most obvious conflicting land use within a flood plain is the placement of houses. Such a conflict would not only create a hazard to the inhabitants, but also increases the amount of governmental relief provided during natural disasters.

Most early settlements were developed close to a body of water. The water source provided a water supply, transportation and power. The three principle communities in Hendricks County, Brownsburg, Danville and Plainfield, followed this general pattern. These communities and the unincorporated areas of Hendricks County have continued to develop along stream corridors. While the development continues next to bodies of water, the reasons for selecting such areas have changed. Current development is occurring along the picturesque streams of Hendricks County for

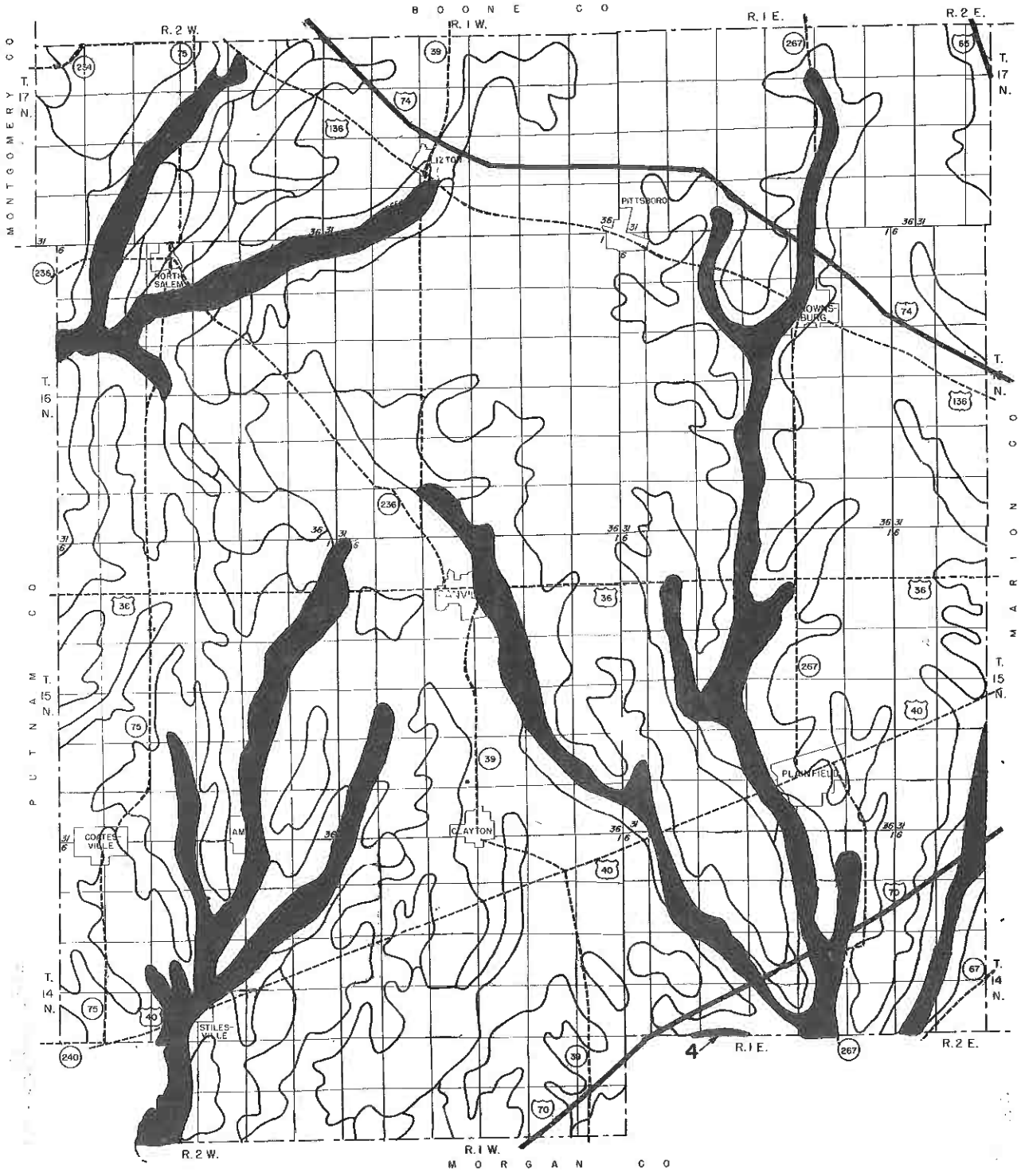
aesthetic reasons as opposed to a need for a water source. This trend is expected to continue. Because of the development pressures within these areas, it becomes increasingly important to identify and protect the flood prone areas of the County from certain urban encroachment.

In 1973, Hendricks County developed an interim flood hazard ordinance which utilized the Hendricks County Soil Survey to identify areas which have a higher potential for flooding. By using the soils classified as "bottomland soils", an ordinance was written which required the Indiana Department of Natural Resources' approval before development approvals could be given for any property containing bottomland soil types.

To meet the objectives of the National Flood Insurance Program, the federal government, during the early 1970's, made money available to identify and map flood hazard areas. In 1975, Hendricks County sought the assistance of the United States Department of Agriculture, Soil Conservation Service to prepare an extensive study of the flood hazard areas within the County. Under an inter-agency agreement, the Federal Insurance Administration provided funding to the Soil Conservation Services to prepare a flood hazard study of the streams within the County. In September of 1980, the results of the study were published in the Flood Insurance Study of Hendricks County, Indiana.

The map identified as Map 1L illustrates the general location of the flood hazard area of Hendricks County. An effective flood plain management program must continue in Hendricks County to prevent the encroachment of urban development in these natural flood hazard areas.

Map 1L
Hendricks County
Flood Hazard Areas



General Flood Hazard Areas

NOTE: For detailed flood plain information, see the Hendricks County Flood Hazard Maps, 1981.

ECONOMIC ASSESSMENT

INTRODUCTION

Another factor important to planning a community is the evaluation and assessment of the economic activities. This section inventories current economic activities in Hendricks County and compares its level of activity to the surrounding counties within the region. The regional area is comprised of Boone, Hamilton, Hancock, Hendricks, Johnson, Marion, Morgan and Shelby Counties. This regional area is referred to as the Indianapolis Standard Metropolitan Statistical Area (SMSA) by the United States Bureau of the Census. Through interlocal government activities, this region has taken on the common name of the Indiana Heartland Area.

The past developmental history of the region has been heavily influenced by its central location within the State. Indianapolis has dominated the development of the region. The internal and external relations of the city were accelerated as a result of the designation of Indianapolis as the State capital. Indianapolis is the administrative, business, distribution, educational and financial center for both the Heartland Region and the State.

The sites of economic development were heavily influenced by the railroad lines, essentially unchanged since the 1880's, and the road network. The development of the major urban centers in the region was the result of both designation as county government seats and the availability of transport services; in earlier times the railroad being the most important of the transport services offered. Commerce and industry have been, and continue to be, located near urban population concentrations. Marion County has been the focus of commercial and industrial development.

Currently, 50 percent of the region's commercial land use and 69 percent of the region's industrial land use are located in Marion County. More recently, the development of the interstate and U.S. highway systems, focusing on Indianapolis, has caused a decreased dependence on the railroads as a factor in determining industrial locations.

The economy is diversified, although influenced by manufacturing and agriculture. The Heartland Region is overlapped by the nation's manufacturing and corn belts. With Indianapolis as the core, the region has developed into a nationally recognized diversified-manufacturing economy. Manufacturing employment is concentrated in the production of durable goods. The industry has focused on assembly and distribution-oriented manufacturing serving regional and national markets. As identified in past Economic Censuses, the four largest manufacturing employers were chemical and allied products, machinery (except electrical), electrical and electronic machinery, and transportation equipment.

Agriculture has also been an important element in the development history of the region. The predominant land use in the region has been cropland. Estimates supplied by the Soil Conservation Service indicate that 62-79 percent of the land use has been utilized for crops.

The economic vitality of an area is heavily influenced by its human resource base. The variety of goods and services produced and consumed in the area are heavily influenced by the composition and size of the population. The supply and demand for goods and services affect employment and the growth of the community.

LABOR FORCE IN HENDRICKS COUNTY

The labor force of an area is defined as the number of persons 16 years and over. Persons within this age group are classified under three categories. The first category, Armed Forces, includes those persons who are on active duty in the Army, Air Force, Navy, Marine Corps and Coast Guard.

Civilian Labor Force is the second category and is made up of those persons not in the armed forces who are working or actively searching for work. The third category are those 16 years old and over who are not classified as members of the labor force. This category consists mainly of students, housewives, retired workers, inmates of institutions and disabled persons.

The 1980 Hendricks County civilian labor force consisted of 32,913 persons. This figure shows a 9,970 person increase or a 46.1 percent increase over the 1970 Hendricks County civilian labor force. There was a 69.7 percent increase in the number of female civilian workers between 1970 and 1980 as compared to a 43.1 percent increase in civilian male workers. Table 2A enumerates statistics for Hendricks County, showing that 80.5 percent of all males and 50.1 percent of all females of working age in 1980 were either employed or unemployed but actively searching for work.

Table 2A
Labor Force, by Sex, Hendricks County
1980

	Total	Male	Female
16 Years Old and Over	50,515	25,088	25,427
Labor Force	32,946	20,203	12,743
Percent of Total		80.5	50.1
Civilian Labor Force	32,913	20,178	12,735
Employed	31,565	19,429	12,136
Unemployed	1,348	749	599
Not in Labor Force	17,569	4,885	12,684

Source: U.S. Bureau of Census Employment Characteristics, 1980

The 1980 statistics showed that Hendricks County had the highest percentage of participation within the region's civilian labor force. All counties within the region had a lower 1980 unemployment rate than the State's 7.8 percent.

While Hendricks County has the highest percent of labor force participation, they also had one of the lowest percentages of unemployment (4.1 percent). Seventy-one percent of the working age population of Hendricks County was in the 1980 civilian labor force. This compares to a 61.0 percent participation in 1970. In 1970, only 2.8 percent of the Hendricks County civilian labor force was unemployed. The 1980 unemployment for Hendricks County had risen to 4.1 percent. This figure compares to a regional 1980 unemployment percentage of 6.3 percent. From 1960 to 1980, the percentage of female participation within the Hendricks County civilian labor force increased. Thirty-two percent of the female working age population participated in the 1960 civilian labor force. This percentage had increased to 41.3 percent in 1970 and to 50.1 percent in 1980. This is representative of a nationwide trend toward increased employment of females. Male participation within the Hendricks County civilian labor force has leveled out. In 1960, the percent of male participation was 80.3 percent. By 1970, this percentage increased to 81.9 percent and in 1980, decreased to 80.5 percent. These labor force participation and unemployment figures for Hendricks County, the Region and the State are shown in Table 2B.

Table 2B
1980 Civilian Labor Force
Participation and Unemployment
Hendricks County, Region and State

COUNTY	LABOR FORCE PARTICIPATION (% of Working Age Population in Civilian Labor Force)			UNEMPLOYMENT (% of Civilian Labor Force)
	All Persons	Male	Female	
Boone	64.4	80.7	49.9	4.6
Hamilton	68.1	84.2	53.1	4.1
Hancock	67.1	82.4	52.8	6.3
HENDRICKS	71.4	80.5	50.1	4.1
Johnson	66.5	81.6	52.7	5.6
Marion	66.2	78.3	55.8	6.8
Morgan	62.9	80.4	46.3	6.7
Shelby	65.3	80.3	51.7	6.9
Indiana	63.0	77.0	50.3	7.8
SMSA	66.1	79.5	54.3	6.3

Source: U.S. Bureau of Census Employment Characteristics, 1980

Historically, the Region's labor force has been concentrated in Marion County. Decimal Census statistics from 1950, 1960, 1970 and 1980 reveal that the relative geographic concentration of the Regional labor force in Marion County is decreasing. The phenomenon of the labor force decentralization closely follows the decentralization of the population in the Region. In 1980, Hendricks County ranked fourth with respect to the size of the Regional labor force and relative share of the total labor force in the Region. Table 2C illustrates these statistical changes showing the change in place of residence for the Regional labor force.

Table 2C
Labor Force Share by
County in the Heartland Region
1950, 1960, 1970, 1980
(in Percent)

County	1950	1960	1970	1980
Boone	3.0	2.7	2.7	3.0
Hamilton	3.6	4.1	4.8	7.0
Hancock	2.5	2.7	3.1	3.7
HENDRICKS	3.0	4.0	4.7	5.7
Johnson	3.3	4.3	5.3	6.5
Marion	78.0	75.4	72.5	66.8
Morgan	2.8	3.2	3.6	4.1
Shelby	3.7	3.5	3.3	3.3

Sources: 1950, 1960, 1970 and 1980 Census of Population, Employment Characteristics

Information from the Indiana Employment Security Division indicates the continuation of this decentralization occurring in 1978. The phenomenon of the labor force decentralization closely follows the decentralization of the population in the region. In 1978, Hendricks County ranked fourth with respect to the size of the regional labor force and relative share of the total labor force in the region.

INCOME

This section compares the personal income, per capita income, and median family income of persons in Hendricks County to other persons within the region. Comparison of incomes between Hendricks County and other counties of the region will indicate the economic status of the region and the ranking of Hendricks County within the region.

Personal Income - Total personal income in Hendricks County for 1976 was $398.5 million. This was a 104 percent increase over total personal income in 1969. Marion County's total personal income increased by $2,138.2 million, showing the dominance of Marion County's labor force within the region. The large percentage increases in total personal income in Hamilton, Johnson, Hancock and Hendricks Counties seem to relate the increase in county population. Because personal income is reported by the county of residence, this is expected.

Table 2D
Total Personal Income
Heartland Region and Indiana
1969 and 1976 (In Thousands)

County	1969	1976	Total Increase	Percent Increase
Boone	109.8	210.9	101.1	92
Hamilton	209.7	486.8	277.1	132
Hancock	128.9	263.9	136.0	105
HENDRICKS	195.2	398.5	203.0	104
Johnson	201.4	417.4	216.0	107
Marion	3,308.8	5,439.0	2,138.2	65
Morgan	144.8	285.5	140.8	97
Shelby	139.3	233.7	103.4	79
SMSA	4,420.9	7,735.7	3,314.8	75
Indiana	18,572.1	33,030.9	14,458.8	78

Source: Bureau of Economic Analysis, 1969-1976

Per Capita Income - From 1969 to 1976, the percentage increase in per capita income was 73 percent for Hendricks County. This compares to a nationwide increase in the cost of living of 65 percent and a region rise of 68 percent. Table 2E shows the relative increase in per capita income between the different counties within the region. The rate of increase in per capita income ranged from 79 percent in Boone County to 66 percent in Marion County.

Table 2E
Per Capita Income in the
Heartland Region and Indiana
1969 and 1976

County	1969	1976	Total Increase	Percent Increase
Boone	3,590	6,422	2,832	79
Hamilton	3,948	6,812	2,864	73
Hancock	3,766	6,518	2,652	70
HENDRICKS	3,713	6,432	2,719	73
Johnson	3,447	5,961	2,514	73
Marion	4,216	7,015	2,799	66
Morgan	3,357	5,897	2,540	76
Shelby	3,477	6,067	2,590	74
SMSA	4,046	6,788	2,742	68
Indiana	3,611	6,230	2,619	73

SOURCE: Bureau of Economic Analysis, Revised Per Capita Income Data, 1969-1976.

Median Family Income - Hendricks County ranked second for median family income compared to the eight counties within the Heartland Region in 1980. Hamilton County ranked highest with a median income of $26,778 as compared to a level of $24,788 for Hendricks. The median income level for the Region exceeds the level for the State. The median income level for Indiana

was $20,535 as compared to $21,750 for the Region. Data from the 1980 Census on median family income by areas and places indicated that families with the highest median income levels were in Marion County (exclusive of Center Township) and in the communities and townships in the immediate vicinity of Marion County located to the north, south and west. Tables 2F and 2G summarize the median income and poverty levels for Hendricks County and the Region. All median income levels reflect the inflation that occurred during the 1970's.

Table 2F
Median Family Income in
the Heartland Region and Indiana
1970 and 1980

County	1970	Rank	1980	Rank	Percent Change 1970-1980
Boone	10,945	7	22,125	5	102.1
Hamilton	11,243	1	26,778	1	138.2
Hancock	10,683	4	24,119	3	125.8
HENDRICKS	11,229	2	24,788	2	120.7
Johnson	10,573	5	22,911	4	116.7
Marion	10,819	3	20,819	7	92.4
Morgan	10,065	6	21,553	6	114.1
Shelby	9,970	8	20,154	8	102.1
Indiana	9,970		20,535		
SMSA	10,516		21,750		

Source: 1970 & 1980 U.S. Bureau of Census,
Economic Characteristics

Table 2G
Median Family Income and Poverty Level
1980

County	Median	Below State Poverty Level	$30,000 or more
Boone	22,125	5.4%	28.7
Hamilton	26,778	3.2%	41.5
Hancock	24,119	5.0%	30.7
HENDRICKS	24,788	3.4%	33.2
Johnson	22,911	5.1%	28.1
Marion	20,819	8.4%	25.9
Morgan	21,553	7.0%	23.8
Shelby	20,154	6.1%	19.9
Indiana	20,535	7.3%	23.5
SMSA	21,750	7.1%	27.6

Source: U.S. Bureau of the Census; Economic Characteristics, 1980

EMPLOYMENT

Census information on employment covers those individuals who live in Hendricks County regardless of where they work. The largest group of employed persons in 1980 were clerical. The greatest percentage increase in occupational groups between 1970 and 1980 was in the categories of managers and sales workers. This probably reflects the suburban commuter patterns from Hendricks County to Marion County. Table 2H shows the occupation categories reported by the Census Bureau for 1970 and 1980.

Table 2H
Occupation Group of Employed Persons
Hendricks County

	1970	1980	Percent Change
Professional & Technical	2,926	4,072	39.2%
Managers & Administration Except Farm	1,566	3,698	136.1%
Sales Workers	1,407	2,881	104.8%
Clerical	4,264	6,162	44.5%
Craftsmen & Foremen	3,454	4,836	40.0%
Machine Operators Except Transportation	2,985	2,720	-8.9%
Transportation	980	1,872	91.0%
Farmers	662	719	8.6%
Laborers	755	1,130	49.7%
Service Workers	1,876	3,407	81.6%
Private Household Workers	111	68	-38.7%
	20,986	31,565	50.4%

Source: U.S. Bureau of the Census, General, Social and Economic Characteristics, 1970 & 1980

The Indiana State Employment Service, Employment Security Division reports employment in Hendricks County, regardless of where the employees reside. Over the years, the number of employment categories compiled by the Indiana Employment Security Division has changed several times. In 1972, coverage of employment was expanded from employers with four or more employees to those with one or more employees. Also in 1972, reporting was extended to include colleges and universities, private and state hospitals (but not county hospitals) and the majority of nonprofit corporations.

Covered employment was extended in 1978 to include private and public schools, state and local government units (including county hospitals), some private household workers and some agricultural workers. Because of these changes, comparison between overall number of persons working in Hendricks County for different reporting years could be misleading. Therefore, Table 2I contains information from 1972 through 1977 and Table 2J shows a comparison between 1978 and 1981, with 1981 being the most recent available information. The most significant change between 1977 and later years is the reporting of all local government employees.

Table 2I
County Employment Patterns
1972-1977

Employment Sector	1972 Employment	1977 Employment	Percent Change
Total Covered Employment	5,464	7,141	30.7%
Construction	724	559	-22.8%
Manufacturing	695	908	30.6%
Transportation, Public Utilities	997	1,341	34.5%
Wholesale	185	371	100.5%
Retail	1,824	2,404	31.8%
Finance, Insurance and Real Estate	275	419	52.4%
Agricultural	8	43	437.5%
Services	694	1,035	49.1%
Government	N/A	41	
Other	62	N/A	

Source: Indiana Employment Security Division, 1972 and 1977, County Employment Patterns

Table 2J
County Employment Patterns
1978-81

Employment Sector	1978 Employment	1981 Employment	Percent Change
Total Covered Employment	10,646	11,460	7.6%
Construction	636	604	-5.0%
Manufacturing	1,031	1,060	2.8%
Fabricated Metals	283	292	3.2%
Transportation, Public Utilities	1,458	1,640	12.5%
Wholesale	373	392	5.1%
Retail	2,536	2,652	4.6%
Finance, Insurance, Real Estate	477	494	3.6%
Agriculture & Services	1,216	1,579	29.9%
Government	2,888	3,010	4.2%

Source: Indiana Employment Security Division, 1978 and 1981, County Employment Patterns

The reported number of jobs within Hendricks County increased 109.7 percent from 1972 to 1981. This change is misleading because of the reporting changes made by the Indiana Employment Security Division during this time period. The percentage share of regional employment in Hendricks County rose from 1.5 percent in 1972 to 2.4 percent in 1981.

The dominance of Marion County as a place of employment is reflected in the data compiled by the Indiana Employment Security Division. In 1972, 87.7 percent of the jobs within the region were located in Marion County. In 1981, this percentage had dropped to 82.3 percent. Employment trends within the region are following the decentralization and resulting suburbanization of the seven surrounding counties. Table 2K shows the changes in employment patterns within the region that have occurred between 1978 and 1982. The

national economic recession is reflected by the total employment figure of 492,764 in 1978 and the 1981 total regional employment of 482,549.

Table 2K
Regional
Employment Patterns
1978-81

	1978		1981	
	Persons Employed	Regional Share Percent	Persons Employed	Regional Share Percent
Boone	7,843	1.6	8,382	1.7
Hamilton	18,917	3.8	20,287	4.2
Hancock	7,981	1.6	8,038	1.7
HENDRICKS	10,646	2.2	11,460	2.4
Johnson	16,805	3.4	18,135	3.8
Marion	411,219	83.5	397,086	82.3
Morgan	8,286	1.7	8,271	1.7
Shelby	11,067	2.2	10,890	2.2
Total	492,764		482,549	

Source: Indiana Employment Security Division

The commuting patterns within the Heartland Region demonstrate the relationship of the surrounding counties to Marion County. Table 2L shows the commuting patterns in the Heartland Region for 1960, 1970 and 1980. There is a continued economic dependence that the peripheral counties have to Marion County. The commuting patterns reflect the suburbanization which has occurred in Hendricks County and the other counties around Marion County.

Table 2L
Percent Commutation
Heartland Region

County	Percent Employed Outside County 1960	1970	1980
Boone	30.5	40.4	45.0
Hamilton	41.0	52.4	55.0
Hancock	47.9	57.6	60.6
HENDRICKS	58.4	60.8	63.8
Johnson	48.0	51.9	54.5
Marion	6.5	3.8	4.9
Morgan	44.5	55.5	58.5
Shelby	23.4	33.4	36.4

Source: Indiana Employment Security Division

MANUFACTURING

Manufacturing is the process of converting raw materials into usable articles. An analysis of manufacturing activities within a community is important in understanding the community's economic vitality. Within this manufacturing section, as with other sections of this report, comparisons will be made between Hendricks County and the other seven counties within the Heartland Region. These comparisons are made to understand and measure the level of manufacturing activities within Hendricks County.

Between 1967 and 1977, the number of manufacturing establishments in Hendricks County increased by fifteen. The number of establishments employing between 1 and 19 employees rose from 23 in 1967 to 34 in 1977. Establishments employing 20 to 99 employees also rose during the same period from 3 to 8. There was a loss of one major establishment within this eleven year period, leaving only one establishment within the County employing 100 to 249 employees.

The U.S. Commerce Department inventories manufacturing establishments according to the type of products produced. During the recording period of 1967, 1972 and 1977,

Hendricks County's type of manufacturing establishment showing the greater increase was machinery and machine products. Over the reporting period, the number of establishments producing machinery rose by six units. Other types of products which demonstrated an increase in activities were printing and manufacturing activities. Table 2M presents manufacturing units by type of product for 1967, 1972 and 1977.

Table 2M
Manufacturing Units by Type of Product
Hendricks County, Indiana
1967, 1972 & 1977

Products	1967	1972	1977
Food Products	1	1	1
Lumber and Wood	4	3	2
Printing and Publishing	8	9	11
Chemicals	1	1	2
Rubber and Plastics	1	-	1
Glass, Stone and Concrete	2	3	3
Fabricated Metal	3	4	2
Machinery, except Electrical	5	6	11
Electric	2	2	2
Transportation	1	1	3
Miscellaneous	-	1	3
Total	28	32	43

To compare the manufacturing characteristics of Hendricks County, Table 2N shows the total number of establishments in each county of the region for the reporting years of 1967, 1972 and 1977. The table shows that Hendricks County has the lowest number of manufacturing establishments of any county within the region. By comparing the increase in firms over the reporting period, it appears that Hendricks County is constantly maintaining the lowest manufacturing level of activity within the region.

Table 2N
Number of Manufacturing Establishments by County
Heartland Region
1967, 1972 & 1977

County	1967	1972	1977
Boone	35	38	46
Hamilton	60	68	96
Hancock	33	39	51
HENDRICKS	28	32	43
Johnson	48	55	85
Marion	1,140	1,178	1,126
Shelby	57	58	68
Total	1,440	1,506	1,571

Information is available from the Indiana Employment Security Division regarding the number of employees in manufacturing establishments within Hendricks County and the other seven counties within the region. The number of employees follows the same pattern set by the number of manufacturing firms located in Hendricks County. Table 20 illustrates the number of employees involved in manufacturing during 1978-79 for each of the eight counties within the region.

TABLE 2O
Employees in Manufacturing by County
Heartland Region 1978-79

County	1978	1979
Boone	1,387	1,652
Hamilton	4,728	4,982
Hancock	2,343	2,423
HENDRICKS	1,031	1,054
Johnson	4,398	4,667
Marion	110,768	110,846
Morgan	1,891	1,940
Shelby	1,642	4,740
Total	131,188	132,304

Another statistic used to measure the manufacturing activities of a community is the value added factor. Value added gives the dollars and the increased worth of raw materials as a result of the manufacturing process. Table 2P presents the value added amount for each of the counties within the region for the reporting years of 1972 and 1977 from the Census of Manufacturing.

TABLE 2P
Value Added in Manufacturing by County
Heartland Region 1972 & 1977
(Million dollars)

County	1972	1977
Boone	18.5	29.2
Hamilton	54.9	104.7
Hancock	19.5	41.5
HENDRICKS	7.5	13.1
Johnson	47.0	108.1
Marion	2,297.6	3,477.9
Shelby	67.9	114.1
Total	2,525.3	3,922.6

Hendricks County had the fewest number of manufacturing establishments, smallest number of employees and smaller amount of value added of any county within the region during the recording year of 1977. Historically, manufacturing has not proved a significant economic base within Hendricks County. Even though Hendricks County is listed last in manufacturing activities within the region, it remains fourth in population and second in median income. Considering that industry contributes strongly to both a county tax base, as well as its employment, this represents a deficiency on the part of Hendricks County. Without an increase in manufacturing activity, residents of Hendricks County will pay higher taxes for community services, such as school, fire, police and highway maintenance.

RETAIL

The towns of Brownsburg, Danville and Plainfield are the retail centers for Hendricks County. From 1963 to 1977, these towns have acquired a greater portion of the retail activity within the County. In 1963, 56 percent of the retail establishments of Hendricks County was located in these towns. By 1977, the percentage of retail establishments located in Brownsburg, Danville and Plainfield had grown to 71.1 percent. Between 1963 and 1977, the actual number of retail establishments within Hendricks County increased by 71 stores. Within the same reporting period, the number of retail establishments located outside of Brownsburg, Danville and Plainfield decreased from 136 to 106, making the total of retail establishments gained within these three towns 99 establishments. Reasons for these gains include the availability of sewer and water services and the greater concentration of population. Table 2Q shows the gains and losses in Hendricks County retail activity between 1963 and 1977.

Table 2Q
Retail Activities within
Hendricks County
(No. of Establishments & Total Sales/Thousand dollars)

	1963		1967	
Hendricks	309	39,549	306	51,029
Brownsburg	47	8,185	55	9,477
Danville	59	8,625	67	11,339
Plainfield	69	11,972	80	18,018
Remainder	134	10,768	104	12,195

	1972		1977	
Hendricks	381	87,913	380	156,966
Brownsburg	87	20,686	97	44,436
Danville	66	18,312	77	36,057
Plainfield	107	25,281	100	41,231
Remainder	121	23,634	106	35,242

Tables 2R and 2S show the retail trade activity by type of establishments. These figures indicate the gains and losses by different types of retail establishments between the reporting years of 1963, 1967, 1972 and 1977.

Table 2R
Retail Trade Activity - Number of Establishments

	Hendricks County		Brownsburg		Danville		Plainfield	
	1963	1967	1963	1967	1963	1967	1963	1967
Total Establishments	309	306	47	55	59	67	69	80
Building Material Hardware & Farm Equipment Dealers	37	20	3	4	4	5	9	1
General Merchandise Group Stores	8	13	-	1	2	4	2	4
Food Stores	37	34	5	4	5	6	7	8
Automotive Dealers	21	23	5	5	6	6	5	6
Gasoline Service Stations	44	50	9	7	5	11	8	13
Apparel & Accessory Stores	17	13	3	4	4	2	8	7
Furniture, Home Furnishings & Equipment Stores	16	19	3	2	6	4	4	6
Eating & Drinking Places	49	43	6	7	6	9	13	12
Drug & Proprietary Stores	13	12	2	2	3	3	4	5
Miscellaneous Retail Stores[a]	47	56	9	14	14	14	7	12
Non-Store Retailers[b]	20	23	2	5	4	3	2	6

Source: U.S. Bureau of the Census, Census of Business, 1963, 1967

[a]Including: Liquor, sporting goods, book camera and jewelry stores

[b]Mail order, door to door, vending machines

Table 2S
Retail Trade Activity - Number of Establishments

	Hendricks County		Brownsburg		Danville		Plainfield	
	1972	1977	1972	1977	1972	1977	1972	1977
Total Establishments	381	380	87	97	66	77	107	100
Building Material Hardware & Farm Equipment Dealers	17	23	6	9	3	4	5	3
General Merchandise Group Stores	11	12	2	2	2	4	1	2
Food Stores	29	35	8	7	4	4	7	7
Automotive Dealers	23	25	8	4	2	7	4	8
Gasoline Service Stations	62	48	13	9	8	12	13	12
Apparel & Accessory Stores	19	23	6	11	3	2	9	9
Furniture, Home Furnishings & Equipment Stores	30	40	5	9	7	7	8	9
Eating & Drinking Places	48	53	8	14	7	8	15	17
Drug & Proprietary Stores	9	9	2	2	3	3	4	4
Miscellaneous Retail Stores[a]	133	112	29	30	28	26	41	29

Source: U.S. Bureau of the Census, Census of Business, 1972, 1977

[a]Including: Liquor, sporting goods, book, camera and jewelry stores

WHOLESALE

According to the Census of Business statistics, Hendricks County has had a steady increase of wholesale activities during the reporting years of 1967 through 1977. The raise in wholesale activity parallels the general raise of activity within the region. Table 2T shows the wholesale activity for each county in the region for 1967 to 1977. Boone, Morgan and Shelby Counties are the only counties which have had a sporadic growth pattern during the eleven year period.

Table 2T
Regional Wholesale Activity
Heartland Region
1967, 1972 & 1977
($1,000)

	1967		1972		1977	
	Units	No.	Units	No.	Units	No.
Boone	47	52,628	68	76,574	58	169,759
Hamilton	59	48,250	108	134,589	157	326,098
Hancock	34	16,921	47	22,921	61	56,856
HENDRICKS	26	11,691	52	30,601	61	69,442
Johnson	39	31,251	66	65,436	74	148,938
Marion	1576	3,433,755	1758	5,089,973	1789	8,568,479
Morgan	28	10,268	40	13,700	37	23,580
Shelby	43	24,650	76	43,706	65	100,982

SERVICES

Hendricks County has had continuing gains in services established between 1963 and 1977. Between 1972 and 1977, there was a significant increase of 88 establishments. The most significant change occurred in the number of establishments providing personal business and legal services, laundry and dry cleaning, shoe repair, beauty shops, funeral homes, advertising, management consultants, etc. Between 1972 and

1977 there was a gain of 82 personal services established.

Other categories saw significant losses or status quo over the reporting period. Hotel and motel trade has shown a loss of five establishments between 1972 and 1977, setting the total number of motel-hotels established in 1977 at ten. Miscellaneous repair services, which includes the repair of such items as radios, television sets, watches, farm machinery and electrical items, experienced a loss in the number of establishments between 1972 and 1977. The losses which have occurred in certain service establishments appear to be relatively uniform throughout the County.

While the retail trade within Hendricks County appears to be concentrating more in the incorporated communities of Brownsburg, Danville and Plainfield, the number of services established outside of these communities remains about the same. Approximately 30 percent of the service establishments are located outside of the towns of Brownsburg, Danville and Plainfield.

Table 2U
Services

	Hendricks County				Brownsburg			
	1963	1967	1972	1977	1963	1967	1972	1977
Hotels Motels	17	12	15	10	----	----	2	----
Personal, including legal	123	153	180	262	28	29	43	68
Miscellaneous repair services	39	22	53	44	8	3	8	10
Amusement & recreation, including motion pictures	27	27	33	46	4	6	8	17
Auto Repair	28	33	52	59	3	9	15	17
Total	234	247	333	421	43	47	76	112

Table 2U
Services
(Cont.)

	Danville				Plainfield			
	1963	1967	1972	1977	1963	1967	1972	1977
Hotels Motels	2	1	3	3	1	4	4	3
Personal, including legal	25	32	44	61	31	35	47	72
Miscellaneous repair services	8	3	3	6	6	5	13	7
Amusement & recreation, including motion pictures	3	8	8	9	10	5	6	11
Auto repair	6	3	9	13	5	5	7	8
Total	44	47	72	92	53	54	77	101

	Total Establishments Outside of Brownsburg, Danville, Plainfield			
	1963	1967	1972	1977
Total	94	99	108	116

AGRICULTURE

Agriculture is the economic foundation of Hendricks County. In 1978, the total dollar value of Hendricks County farm products sold was $39,691,000. The average value of each farm was $341,990. This compares to the 1978 average value of a farm in the State of Indiana of $307,689. The importance of agriculture in the Hendricks County economy will change as the County becomes more urban.

According to the 1978 Census of Agriculture, 73.6 percent of the land in Indiana was devoted to agriculture. This percentage has decreased from the 1964 percentage of 77.4 percent. The number of farms in the State has decreased even more dramatically, from 108,085 in 1964 to 88,458 in 1978.

In contrast, the average size of a farm has increased over the same period, indicating the loss of smaller farms. The average size has increased from 166 acres in 1964 to 193 acres in 1978.

These State trends in agriculture are also trends in Hendricks County. In 1964, 85.5 percent of the land in Hendricks County was used for agriculture and in 1978, this percentage had been reduced to 75.5 percent. The number of farms has been reduced from 1,496 in 1964 to 1,198 in 1978. Size of the average farm has changed from 153 acres in 1964 to 168 acres in 1978. These trends show the effects of increased suburbanization, losses in the number of smaller farms and the increased size of the remaining farms in Hendricks County.

Table 2V
Farms of Hendricks County

	1964	1969	1974	1978*
Total Acres	228,235	215,306	196,922	201,522
Number	1,496	1,408	1,240	1,198
Average Size	153	153	158	168

*According to Dr. Earl Park, State Statistician, Agriculture Administration Purdue University, the 1978 Census of Agriculture was the best study prepared by the Bureau. However, Dr. Park has estimated that the Bureau missed 5,944 farms in Indiana containing over 212,637 acres.

To continue the evaluation of agricultural characteristics of Hendricks County, a review of the 1964, 1969, 1974 and 1978 Census of Agriculture was conducted. In 1974, the Bureau of the Census changed their definition of a farm. Prior to 1974, any property containing at least ten acres and having sales of at least $50 for the year was considered a farm. Because of the decreasing number of small farms and inflation, in 1974 the Bureau of the Census changed their

definition of a farm. The Bureau deleted the number of acres criteria and changed the minimum value of agricultural products sold from $250 to $1,000. In general, data from the 1974 and 1978 census is not comparable with data from earlier census except for the data collected from farms with $2,500 or more total value of sales. Therefore, the remainder of this section will only focus on data from the Census of Agriculture reported for farms with $2,500 or more value of sales.

The Bureau of the Census divides commercial farms into six economic classes according to the value of their annual sales. Class I being the largest with annual sales over $40,000 and Class VI being the smallest with annual sales from $50 to $2,499. Since only the farms with $2,500 of sales are used within this section, Class VI is not reported.

The economic size of farms are changing in Hendricks County. This change reflects a national trend existing in agriculture. There is a decrease in the number of smaller farms with an increase in the number of farms having sales of $40,000 or more.

Table 2W
Commercial Farms by
Economic Class
Hendricks County

Class	Sales	1964	1969	1974	1978
I.	$40,000 & over	46	89	192	271
II.	$20,000-39,999	171	176	157	158
III.	$10,000-19,999	266	219	214	175
IV.	$5,000-9,999	242	223	189	188
V.	$2,500-4,999	221	200	169	121

Within Table 2W, the dominance of economic class I is apparent. While the total number of farms decreased from 946 in 1964 to 903 in 1978, there has been an increase

in the number of farms in the first classification. The percentage change in the number of farms in the first classification was from 5 percent in 1964 to 30 percent in 1978. In all other classifications, the number of farms has decreased. This trend is consistent with a national trend and is attributed to an increase price for farm products, inflation, and the absorption of smaller farms by larger farms. In 1969, it appeared that farms making less than $20,000 were not making a sufficient return on their investment to remain in business. By 1978, this trend remained but the cut off point had inflated to $40,000.

As the economic size of the farm changes, there has been a change in the farm organization. Between 1969 and 1978, there has been an increase in the number of farms operated by corporations. This change in Hendricks County also reflects a state and national trend.

Table 2X
Farm Organization
Within Hendricks County

Type of Ownership	1969	1974	1978
Individual or Family	730	793	761
Partnership	165	111	118
Corporation	7	15	23
Other	5	2	1

The total number of corporate farms in Indiana increased by 947 between the reporting years of 1974 and 1978. Hendricks County's percentage increase for corporate farms during the same reporting period was 53 percent. Of the 23 corporate farms reported in Hendricks County in 1978, 21 were family owned corporations.

Over the years, not only has there been a change in size, organization and value of farms in Hendricks County, there has also been a change in the use of farm lands.

An increasing amount of agricultural land is being used for cropland with a decreasing number of acres used for grazing and forest uses. The total amount of acres used for cropland has changed from 164,023 acres in 1964 to 167,374 acres used for cropland in 1978. During the same period, the amount of pastures and woodlands has decreased from 46,015 acres to 18,373 acres. The majority of pasture and woodland acres has been lost to urban uses. Table 2Y shows the changes that have occurred in the use of farm land between 1964 and 1978.

Table 2Y
Changes in Farmland Use
1964-1978
Hendricks County

	1964	1969	1974	1978
Total acres of cropland	164,023	157,179	157,380	167,374
Total acres of pasture & woodlands	46,015	42,181	17,025	18,373
Total acres in Farm	205,213	191,521	194,407	198,782

The total value of all farm products sold in Hendricks County in 1978 was about 39,395,000 which was 47 percent higher than in 1974. The state showed a 30 percent increase during that same period. The income from the sale of farm products may be divided into two categories: (1) sale of crops and (2) sale of livestock. Income from the sale of crops has increased in importance in Hendricks County. Since 1969, the sale of crops has accounted for a greater percentage of the market value of agricultural products sold in Hendricks County.

Table 2Z
Percent of Total Sales Value by Farm Products
Hendricks County and Indiana

	Hendricks County			Indiana		
	1969	1974	1978	1969	1974	1978
Crops	42%	62%	66%	43%	60%	57%
Livestock & Poultry Products	58%	38%	34%	57%	40%	43%

PARK AND RECREATION

INTRODUCTION

Hendricks County is presently served by 83 recreation areas, including 24 school recreation areas, 17 private for profit areas, 15 civic recreation areas, 11 municipal areas, 8 church areas, 3 state areas, 2 private non-profit areas, 2 parochial areas and 1 county recreation area. A continued increase in population will increase the demand on these recreational areas and will cause the construction of additional facilities. It is important that these recreational needs be recognized within this Comprehensive Plan in order to encourage and promote the planning of these facilities.

DESCRIPTION OF FACILITIES

The inventory of existing recreational facilities in Hendricks County was completed in 1973 by the Division of Natural Resources as a part of the Indiana Statewide Outdoor Recreation Inventory. This inventory classifies recreation areas with respect to what draws people to the facility, identifies the service area of the facility (area people come from), and also identifies the size of the facility and the activities available. This information is summarized below. The information listed indicates the recreation areas:

a. Classification
b. Service Area
c. Size
d. Facilities

Since the original 1973 survey, the information has been updated and corrected by the Hendricks County Plan Commission to provide a current list for the Comprehensive Plan.

RECREATION POTENTIAL

According to a USDA Soil Conservation Service appraisal of Hendricks County recreational facilities, indicated in Table 3A, the County has a high potential for outdoor activities, such as bicycling, picnicing, field sports, golf courses, riding stables and shooting preserves. The appraisal was devised by listing sixteen factors, such as climate, scenery, soils, water (existing and potential), human population characteristics, etc., that might affect the county's recreational facilities. Each factor was compared to each activity and the potential for each activity was determined to be high, medium or low.

Good potential for new water sites, size and distribution of the human population and proximity and access to cities are the most favorable factors affecting recreation in Hendricks County. Major limiting factors include a lack of natural and historic areas.

Table 3A
Existing Facilities 1983

BROWN TOWNSHIP

Bethesda Schools, Brownsburg - School, Church

a) Play area

b) Community

c) 43 acres

d) 3 ball diamonds
1 soccer field
Apparatus, 1 acre
Open area, 25 acres

Brownsburg Golf Course, Brown Twp. - Private for profit

a) Specific sport

b) Private for profit - regional

c) 60 acres

d) 9 hole

CENTER TOWNSHIP

American Legion Park, Danville - Civic

a) Play area

b) Community

c) 23 acres

d) Open play area, 2 acres
25 tent or trailer camping sites, 4 acres
Open space, 13 acres
3 softball diamonds
Rifle range, 2 acres

Church of the Nazarene, Danville - Church

a) Play area

b) Neighborhood

c) 1 acre

d) Open play area, 0.8 acres

Danville Conservation Club, Danville - Civic

a) Park and general recreation

b) Regional

c) 20 acres, 7 acre lake

d) Fishing
6 picnic tables, 3 acres
Lighted apparatus area, .1 acre
Open play area, 1.1 acre
1 basketball goal (lighted)
Open space, 2 acres
1 horseshoe court
Rifle range, 5 acres

Danville Girl Scout Lot, Danville - Civic

a) Play area

b) Community

c) 23 acres

d) Open play area, 2 acres

Danville Golf Course - Private for profit

a) Specific sport

b) County

c) 82 acres

d) Golf driving range
9 hole golf course, 60 acres
Open space, 22 acres

Danville High School, Danville - High school

a) Play area

b) Community

c) 50 acres

d) 4 tennis courts
3 basketball courts
3 softball diamonds
1 baseball diamond
20 acres open area

Danville Town Park, Danville - Municipal

a) Recreation area

b) Community

c) 21.14 acres

d) 1 basketball court
8 ball diamonds
1 swimming pool
Picnic tables

Hendricks County 4-H Fair Grounds, Danville - County

a) Special feature

b) County

c) 20 acres

d) Open space, 20 acres

North Elementary School, Danville - Elementary School

a) Play area

b) Neighborhood

c) 11 acres

d) Apparatus area, 0.1 acres
Open play area, 7.5 acres
Open space, 3 acres

Phi Delta Kappa Park, Danville - Private, nonprofit

a) Play area

b) Community

c) 1 acre

d) 4 picnic tables, 1 acre
Open area, 0.2 acres

Danville South Elementary, Danville - Elementary School

a) Play area

b) Community

c) 4 acres

d) Apparatus
1 basketball court
3 acres open area

Pine Hill Archery Club, Danville - Private, nonprofit

a) Specific sport

b) Regional

c) 24 acres

d) Archery range

St. Mary's Catholic Church, Danville - Church

a) Play area

b) Neighborhood

c) 2 acres

d) Open play area, 0.4 acres
Open space, 1 acre

CLAY TOWNSHIP

Amo Baseball Club, Amo - Civic

a) Specific sport

b) Community

c) 3 acres

d) Open space, 1 acre
1 softball diamond (lighted)

Amo Elementary School, Amo - Elementary School

a) Play area

b) Community

c) 2 acres

d) Apparatus area, 0.1 acres
Open play area, 1.3 acres
2 basketball goals

Bird Dog Conservation, Amo - Civic

a) Fishing or hunting

b) Regional

c) 123 acres

d) Hunting acres, 123

Coatesville Baseball Club, Coatesville - Civic

a) Specific sport

b) Community

c) 4 acres

d) Apparatus area, 0.1 acres
Open play area, 0.1 acres
Open space, 1 acre
1 softball diamond

Coatesville City Park, Coatesville - Municipal

a) Park and general recreation

b) Community

c) 1 acre

d) Apparatus area, 0.1 acres
2 basketball goals (lighted)

EEL RIVER TOWNSHIP

North Salem City Park, North Salem - Municipal

a) Park and general recreation

b) Community

c) 1 acre

d) 3 picnic tables
Open play area, 0.1 acres

North Salem Elementary School, North Salem - Elementary School

a) Play area

b) Community

c) 9 acres

d) Open play area, 2 acres
Open space, 4 acres
4 basketball goals
1 baseball diamond (lighted)

Tomahawk Hills Golf Course, Eel River Twp. - Private for profit

a) Specific sport

b) Private for profit - regional

c) 155 acres

d) 9 hole golf course
Driving range

Wilson Woods Park, North Salem - Private for profit

a) Park and general recreation

b) Regional

c) 40 acres

d) 12 tent or trailer camping sites, 12 acres
Open space, 28 acres

FRANKLIN TOWNSHIP

Cable Baseball Field, Stilesville - Civic

a) Specific sport

b) Community

c) 3 acres

d) 1 softball diamond

Mill Creek Rest Area, Franklin Twp. - State

a) Special feature

b) Transient

c) 1 acre

d) 29 picnic tables, 1 acre

Stilesville Baptist Church, Stilesville - Church

a) Special feature

b) Neighborhood

c) 1 acre

d) Picnic table, 1 acre

Stilesville Elementary School, Stilesville - Elementary School

a) Play area

b) Community

c) 2 acres

d) Apparatus area, 0.2 acres
Open play area, 0.1 acres
3 basketball goals (1 lighted)
1 softball diamond

GUILFORD TOWNSHIP

Franklin Park, Plainfield - Municipal

a) Play area

b) Community

c) 11.5 acres

d) 4 tennis courts
4 ball diamonds
Shelter house - grills
Apparatus

Friendswood Golf Course, Guilford Twp. - Private for profit

a) Specific sport

b) Private for profit - regional

c) 70 acres

d) 9 hole golf course
Driving range

Golfland, Plainfield - Private for profit

a) Specific sport

b) Regional

c) 11.06 acres

d) Driving range
Miniature golf course

Merritt's Park, Plainfield - Private for profit

a) Park and general recreation

b) Regional

c) 31 acres

d) 12 picnic tables, 20 acres

IZAAK Walton Conservation Club, Guilford Twp. - Civic

a) Fishing or hunting

b) County

c) 10 acres; 3 acre lake

d) Fishing
6 picnic tables, 1 acre
Open space, 6 acres

Nazarene Church Campgrounds, Guilford Twp. - Church

a) Private camping area

b) Members of church

c) 38 acres

d) 100 camp sites
4 dormitory-type buildings

Plainfield Elks Club, Plainfield - Civic

a) Specific sport

b) Regional

c) 156 acres; 2 acre lake

d) 9 hole golf course, 60 acres
Open space, 94 acres

Plainfield Jr-Sr High School, Plainfield - Jr-Sr High School

a) Play area

b) Neighborhood

c) 20 acres

d) Open play area, 4 acres
Open space, 15 acres
5 basketball goals

Plainfield Rest Area, Plainfield - State

a) Special feature

b) Transient

c) 23 acres

d) 24 picnic tables, 6 acres

Sportsfield Park-Tony Mongan, Plainfield - Private for profit

a) Outdoor recreational area

b) Community

c) 40 acres

d) 6 ball diamonds, outdoor activities: baseball, football, soccer, basketball, etc.

Swinford Park, Plainfield - Municipal

a) Play area

b) Community

c) 22 acres

d) 4 ball diamonds
Shelter house with grills
Apparatus
4 tennis courts

VanBuren Elementary School, Plainfield - Elementary School

a) Play area

b) Neighborhood

c) 11 acres

d) Apparatus area, 0.1 acres
Open play area, 3.5 acres
Open space, 3 acres
2 basketball goals
2 softball diamonds

Plainfield Central Elementary, Plainfield - Elementary School

a) Play area

b) Community

c) 4 acres

d) 1 softball diamond
2 basketball goals
Apparatus
Open space, 2 acres

Brentwood Elementary, Plainfield - Elementary School

a) Play area

b) Community

c) 4 acres

d) Softball diamond
2 basketball goals
Apparatus
Open space, 2 acres

St. Suzanna, Plainfield - Elementary School

a) Play area

b) Community

c) 2.5 acres

d) Apparatus
1 kickball diamond
1 softball diamond

LIBERTY TOWNSHIP

Belleville Girls' Softball League, Belleville - Civic

a) Specific sport

b) Community

c) 137 acres

d) 1 ball diamond

Clayton Elementary School, Clayton - Elementary School

a) Play area

b) Community

c) 5 acres

d) Apparatus area, 0.2 acres
Open play area, 1.5 acres
Open space, 1 acre
2 basketball goals
1 softball diamond

Cascade High School, Cascade - High School

a) Play area

b) Community

c) 45 acres

d) Open play area, 3.5 acres
Open space, 36 acres
1 basketball goal
1 football field (lighted)

Seven "V's" Golf Course, Liberty Twp. - Private for profit

a) Specific sport

b) Private for profit - regional

c) 100 acres

d) 9 hole golf course

LINCOLN TOWNSHIP

Brownsburg City Park, Brownsburg - Municipal

a) Park and general recreation

b) County

c) 25 acres, 1 acre stream

d) 50 picnic tables, 7 acres
Lighted apparatus area, 0.5 acres
Open play area, 4 acres
Open space, 10 acres
1 softball diamond (lighted)
2 horseshoe courts
2 tennis courts (lighted)
2 basketball goals (lighted)

Brownsburg Conservation Club, Brownsburg - Civic

a) Specific sport

b) Regional

c) 25 acres

d) Open space, 20 acres
Rifle range, 5 acres

Brownsburg East Elementary, Brownsburg - Elementary School

a) Play area

b) Neighborhood

c) 6 acres

d) Apparatus area, 0.1 acres
Open play area, 0.2 acres
12 basketball goals
1 football field
2 softball diamonds (1 lighted)

Brownsburg High School, Brownsburg - High School

a) Play area

b) Community

c) 80 acres

d) 1 football field

Brownsburg Intermediate School, Brownsburg - Jr. High School

a) Play area

b) Community

c) 20 acres

d) 3 basketball goals

Brownsburg Junior High School, Brownsburg - Jr. High School

a) Play area

b) Community

c) 150 acres

d) Open play area, 2 acres
Open space, 130 acres
4 tennis courts
10 basketball goals
1 football field
1 baseball diamond
4 softball diamond

Brownsburg South Elementary School, Brownsburg - Elementary School

a) Play area

b) Neighborhood

c) 9 acres

d) Apparatus area, 0.1 acres
Open play area, 6 acres

Brownsburg Youth Soccer League, Brownsburg - Civic

a) Specific sport

b) Community

c) 12 acres

d) 4 soccer fields

Calvary Methodist Church, Brownsburg - Church

a) Play area

b) Neighborhood

c) 5 acres

d) Apparatus area, 0.1 acres
Open play area, 2.5 acres

Clermont Golf Course, Clermont - Private for profit

a) Specific sport

b) County - regional

c) 78 acres; land 73, lake 5

d) 18 hole golf course (9 lighted)
Miniature golf

Eaton Hall Park, Brownsburg - Municipal

a) Play area

b) Community

c) 1 acre

d) Open play area, 0.4 acres

Fort Indy Riding Arena, Lincoln Twp. - Private for profit

a) Specific sport

b) Regional

c) 50 acres

d) Riding arena
Stables

Indianapolis Raceway Park, Lincoln Twp. - Private for profit

a) Specific sport

b) Nationwide use

c) 368 acres

d) Motor vehicle racing

Joe's Fishing Club, Brownsburg - Private for profit

a) Fishing or hunting

b) County

c) 33 acres; land 25, lake 5

d) Fishing
Open space, 28 acres

Seventh-Day Adventist Church, Brownsburg - Church

a) Play area

b) Neighborhood

c) 1 acre

d) Open play area, 0.1 acres
1 basketball goal

St. Malachy School, Brownsburg - Parochial High School

a) Play area

b) Neighborhood

c) 5 acres

d) 1 picnic table
Apparatus area, 0.1 acres
Open play area, 1.2 acres
Open space, 1 acre
2 basketball goals
1 softball diamond

Sportsfield Park, Brownsburg - Municipal

a) Recreation area

b) Community

c) 20 acres

d) 2 ball diamonds
2 football fields

Town of Brownsburg Ball Diamonds, Brownsburg - Municipal

a) Specific sport

b) Community

c) 26 acres

d) 6 ball diamonds

Whitelick Creek Elementary, Brownsburg - Elementary School

a) Recreational area

b) Community

c) 17 acres

d) Open area, 6 acres
Apparatus area, 3/4 acre

MARION TOWNSHIP

New Winchester Youth League, New Winchester - Civic

a) Recreation area

b) Community

c) 2.14 acres

d) 2 ball diamonds
6 picnic tables
Open area, ½ acre

MIDDLE TOWNSHIP

Pittsboro City Park, Pittsboro - Municipal

a) Park and general recreation

b) Community

c) 4 acres

d) Lighted apparatus area, 0.1 acres
Open play area, 0.5 acres
Open space, 1 acre
1 softball diamond (lighted)

Pittsboro Community Golf Course, Pittsboro - Private for profit

a) Specific sport

b) Private for profit - regional

c) 42 acres

d) Driving range, 6½ acres
9 hole golf course

Pittsboro School, Pittsboro - High School

a) Play area

b) Community

c) 5 acres

d) Apparatus area, 0.1 acres
Open play area, 1.0 acres
Open space, 1 acre
2 basketball goals
1 softball diamond

Pittsboro Youth Baseball, Pittsboro - Municipal

a) Specific sport

b) Community

c) 3 acres

d) Open play area, 0.1 acres
1 softball diamond (lighted)

UNION TOWNSHIP

United Methodist Church, Lizton - Church

a) Play area

b) Neighborhood

c) 1 acre

d) Open play area, 0.1 acres

Lizton Lions Little League, Lizton - Civic

a) Specific sport

b) Community

c) 2 acres

d) 1 softball diamond

Lizton Rest Area, Lizton - State

a) Special feature

b) Transient

c) 20 acres

d) 24 picnic tables, 5 acres

Northwest Hendricks Schools, Lizton - Jr-Sr High School

a) Play area

b) Community

c) 64 acres

d) Open play area, 12 acres
6 basketball courts
1 football field
1 all purpose track
3 tennis courts
2 baseball diamonds

WASHINGTON TOWNSHIP

Avon Elementary School, Avon - Elementary School

a) Play area

b) Neighborhood

c) 25 acres

d) Apparatus area, 0.1 acres
Open play area, 2 acres
Open space area, 20 acres
2 basketball goals
1 softball diamond

Avon High School, Avon - High school

a) Play area

b) Community

c) 13 acres

d) Open play area, 4 acres
Open space, 6 acres
2 basketball goals (lighted)
1 football field (lighted)

Avon Junior Athletic Association, Inc., Avon - Civic

a) Specific sport

b) Community

c) 8 acres

d) Ball diamonds
Club house
Open area

Avon Middle School, Avon - Jr. High School

a) Play area

b) Community

c) 40 acres

d) 1 all purpose track
1 football field
6 tennis courts
Ball diamonds
3 basketball courts
Will be adding soccer fields

Hurst Diamonds, Avon - Private for profit

a) Specific sport

b) Community - for profit

c) 57.11 acres

d) 3 ball diamonds
Concession stand, 11 acres

Lakeview Recreation Park, Avon - Private for profit

a) Park and general recreation

b) Regional

c) 52 acres; 42 land, 10 lake

d) Fishing
10 picnic tables, 1 acre
16 bed group - camping facilities, 4 acres
12 tent or trailer camping sites, 12 acres
Open space, 25 acres

Prestwick Golf Course, Washington Twp. - Private for profit

a) Specific sport

b) Private for profit - regional

c) 290 acres

d) 18 hole golf course, 290 acres

RECOMMENDATIONS

1. The greatest park and recreation needs in Hendricks County are the establishment of a park and recreation board and the preparation of a county park and recreation plan. Unfortunately, the current state enabling legislation dictates the structure of a park board. Under current law, the elected county officials do not have sufficient control over the funding and the number of personnel to be willing to create a park board. A change in the state legislation is needed to insure that a park board would be responsive to the public through the election process.

2. The greatest recreational deficiency in Hendricks County is the lack of water and swimming facilities. A possible location for such a park is south of Plainfield on White Lick Creek near I-70. This area, which is presently used for gravel pit operations, is a suitable location for a multifunctional county park. A "chain of lakes" type development could be established which would provide the needed water and swimming facilities and all other facilities could be provided if desired. A golf course, picnic facilities, camping facilities, softball and tennis facilities are all possible. The development of the park would depend on the County's needs and desires and on the money available. Under current development practices, some of the gravel mining operations are being converted to residential developments after the mining operation is completed. This practice will compete against the County in its effort to secure the land necessary for a park within the I-70/White Lick Creek area. County government will have to take a more aggressive role if this area is to be used for a county park.

3. The designation of flood plain in the County as open space is also recommended. Since flood plains are not suitable for the construction of most buildings, an excellent alternative use for these areas would be as open space and linear parks. The development of bicycle and foot

paths along the stream would provide excellent access to natural areas. A series of parks along the main branch of White Lick Creek from Brownsburg to Plainfield would make an excellent linear neighborhood park system for the County.

If an intercepter sewer line were ever constructed from Brownsburg to Plainfield, the use of the White Lick Creek corridor could be for dual purposes. A bicycle path constructed within this area would double as a maintenance road for access to trouble spots along the line.

4. In addition to developing a county park south of Plainfield, it is also recommended that a number of parks be located within the general areas of Avon, Brownsburg and Danville. These areas of the County are developing very fast and the population density is increasing. In future years, there will be a desire for park facilities within these areas. It is recommended that land be purchased soon and designated as park areas.

As stated earlier, the greatest needs in the County are the establishment of a park board and the development of a park and recreation plan. However, it is also necessary that a park board be responsive to the elected county officials. Therefore, the formation of a park board may be delayed until state legislation is changed. When the board and a plan are provided, goals and objectives can be developed and efforts made to meet recreational desires of Hendricks County.

SCHOOLS

INTRODUCTION

Today the school system is one of the major influences on determining the location of both new families and new industries. Traditionally, schools have been conceived as a service which responded to the needs of the residents which it serves. However, schools also influence development decisions whether intended or not.

PRESENT SCHOOL FACILITIES

The present service areas for the six community school corporations are efficient in their delineation. Current school locations are centrally located within each district and each district is reflective of population, established taxing unit and projected population growth. In some Indiana counties, school districts are not well planned and, therefore, create great deficiencies in the delivery of educational services. Within Hendricks County, the public school corporation boundaries are efficiently established according to service areas and administrative districts.

In 1950, public schools were organized under township boards and trustees and within Hendricks County, there were twelve different school districts. Between 1961 and 1965, the twelve districts were combined into six new school corporations. The Brownsburg Community School Corporation includes Brown and Lincoln Townships; the Danville School Corporation serves Center and Marion Townships; Mill Creek Community School Corporation covers Clay, Franklin and Liberty Townships;

and the Northwest Hendricks School Corporation includes Middle, Union and Eel River Townships. The Avon and Plainfield Corporation each cover only one township, Washington and Guilford, respectively.

The total 1981-1982 enrollment for the public schools was 14,867. This compares to the enrollment of 14,306 students for the 1971-1972 school year. During the same time period, school capacity increased from 15,880 to 19,035. Except for the North Salem Elementary School building in the Northwest Hendricks School Corporation, all facilities are classified as good to excellent.

With a student enrollment increase of 561 children between 1971 and 1981, there was an increase of 99 teachers. This changed the teacher-student ratio from 1:23 in 1971 to 1:21 in 1981.

The most significant change to occur in the Hendricks County public school system between the reporting years of 1971 and 1981 was the increase in administration and support staff. In 1971, the total number of persons as either administrative or support personnel for the public school systems were 323 persons. A 112.5 percent increase has occurred over the reporting period setting the 1981 level at 686.5 persons. The ratio of teacher-support staff has changed from 1:.5 in 1971 to almost a 1:1 ratio in 1981. In 1981, that was a total of 686.5 persons compared to 323 in 1971. If that trend were to continue, administrative and support personnel will exceed the number of teachers in the public school system within Hendricks County in the near future.

During 1971 to 1981, there was a significant increase in the number of private schools. Bethesda Christian Schools, Gateway Christian Schools and Kingsway Christian Schools were all established between 1971 to 1981. With the older schools of St. Malachy in Brownsburg and St. Susanna in Plainfield, the total number of private schools was five in 1981. Total enrollment in private schools in 1971 was 489

students. By 1981, total private school enrollment had increased to 1126 students. In actual numbers, private school enrollment increased by 637 pupils during the reporting period. This was a 130.3 percent increase in private school enrollment from 1971 to 1981. Enrollment for private schools increased by 637 students and public schools' enrollment increased by 531 students from 1971 to 1981.

Table 4B shows the public educational activities by enrollment, number of teachers, size of facilities and the number of support staff for the school year of 1971-1972 and the school year of 1981-1982. Table 4C shows the private school activities in Hendricks County during the same reporting period. In Tables 4D through 4P, the individual school activities are listed for both public and private schools.

Because of the wide variance between enrollment and student capacity created by new facilities, it is important that any additional physical expansion be closely evaluated. Given the excessive population projections made in the early 1970's, the overexpansion of school facilities is understandable. Based upon 1980 Census information and revised population projections, the need to continue the same development policy is not justifiable.

During the reporting period, the most significant increase in public school activities was in the number of administrative and support personnel. While there has been a 3.9 percent increase in the number of students, there has been a 112.5 percent increase in administrative/support staff. One explanation for the excessive number of new administrative/support personnel is the increased involvement of the federal government in public school system activities. Additional personnel were hired in order to meet new federal standards. Again, this policy could be called into question, given the low increase in enrollment. School boards should evaluate existing policies on building new facilities and increasing support staff. Past policies, based upon what was believed to be sound criteria, may have created an undue burden upon taxpayers.

Table 4B
Hendricks County Public
School Corporations

	Enrollment	Capacity	Teachers	Support Staff
Avon				
1971-1972	2,124	2,040	91	70
1981-1982	2,885	3,605	134	129.25
Brownsburg				
1971-1972	3,333	4,485	117	75
1981-1982	3,680	4,680	175	234
Danville				
1971-1972	1,853	1,650	86	57
1981-1982	1,879	2,400	91	91
Mill Creek				
1971-1972	1,926	2,000	87	23
1981-1982	1,756	2,670	99	54
Northwest				
1971-1972	1,330	1,375	67	37
1981-1982	1,392	1,440	63	82
Plainfield				
1971-1972	3,740	4,330	175	61
1981-1982	3,275	4,240	160	96.25
Total				
1971-1972	14,306	15,880	623	323
1981-1982	14,867	19,035	722	686.5
Change	+561	+3,155	+99	+363.5
% Change	+3.9%	+19.9%	+15.9%	+112.5%

Table 4C
Hendricks County
Private Schools

	Enrollment	Capacity	Teachers	Support Staff
St. Malachy				
1971-1972	344	400	13	5
1981-1982	360	450	16	7
St. Susanna				
1971-1972	145	180	5	7
1981-1982	90	180	6	4
Kingsway Christian				
Open 1976				
1981-1982	115	500	8	2
Bethesda Christian				
Open 1973				
1981-1982	525	900	37	13
Gateway Christian				
Open 1976				
1981-1982	36	300	5	3
Totals				
1971-1972	489	580	18	12
1981-1982	1,126	1,880	72	29
Change	+637	+1,300	+54	+17
% Change	+130.3%	+224.1%	+300%	+141.7%

Table 4D
AVON CUMMUNITY SCHOOL CORPORATION

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1971-1972							
Lower Elem.	1-3	1/24		720	601	23	10
Upper Elem.	4-7	24	5	720	706	30	10
High School	8-12	24	9	600	817	31	24
1981-1982							
Lower Elem.	K-2	29	36	885	639	29	59
Upper Elem.	3-5	22	8	720	688	29	18
Middle	6-8	32	23	800-1000	724	32	23.25
High School	9-12	39	16	1100	834	39	32

Date of Construction and General Conditions

Lower Elementary - 1964-1973, excellent.
Upper Elementary - 1971, very good (except for heating and cooling system).
Middle - 1981, excellent.
High School - 1954, fair, 1958, good, 1962, good, 1972, excellent.

* Shops, Gyms, Lunch rooms, etc.
** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, etc.
** School designated as housing, school corporation as Support Staff.

Source: School Superintendent

Table 4E
BROWNSBURG COMMUNITY SCHOOL CORPORATION

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1971-1972							
Brown	1-4	7		236	153	6	8
East	1-4	21		735	468	17	12
South	1-4	19		626	504	16	9
Intermediate	5-6	22		758	593	18	11
Junior High	7-8	31		930	562	15	13
High School	9-12	42		1200	1053	43	22
1981-1982							
College	KG-4	18		550	351	19	23
South	KG-4	19		580	477	25	29
Whitelick	KG-4	16		450	346	21	35
Intermediate	5-6	22		700	653	26	33
Junior High	7-8	29		900	608	29	51
High School	9-12	54		1500	1245	55	63

Date of Construction and General Conditions

College - 1915-1951, good.
South - 1961-1964, good.
Whitelick - 1978, excellent.
Intermediate - 1958, good.
Junior High - 1965-1975, excellent.
High School - 1971-1975, excellent.

* Shops, Gyms, Lunch rooms, etc.
** Administrators, Guidance Counselors, Teachers' aides, Custodians, etc.

Source: School Superintendent

Table 4F
DANVILLE COMMUNITY SCHOOL CORPORATION

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1971-1972							
South Elementary	4-8	29	2	650	747	32	4
North Elementary	KG-3	20	1	500	529	22	3
High School	9-12	25	5	500	577	32	2
1981-1982							
North Elementary	KG-3	20	1	500	452	15	4
South Elementary	3-6	21	5	600	549	24	4
Junior High	7-8	19	6	500	277	17	3
High School	9-12	32	26	800	601	35	9

Date of Construction and General Conditions

North Elementary - 1963-1964, very good.
South Elementary - 1928-1947, remodeled 1979-80, good condition.
Junior High School - 1959, remodeling started 1981, good condition.
High School - 1973, excellent.

* Shops, Gyms, Lunch rooms, etc.
** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, etc.

Source: School Superintendent

Table 4G
MILL CREEK COMMUNITY SCHOOL CORPORATION

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1971-1972							
Cascade High School	7-12	44	5	900	920	44	11
Amo Elem.	1-6	14	2	359	268	14	4
Clayton Elem.	1-6	12	3	300	364	14	5
Hazelwood Elem.	1-6	8	2	200	193	8	2
Stilesville Elem.	1-6	10	2	250	181	7	1
1981-1982							
Cascade High School	9-12	46	8	950	574	36	30
Cascade Junior High	7-8	15	9	400	261	18	4
East Elem.	KG-6	31	3	720	571	25	11
Amo Elem.	KG-6	14	2	350	274	15	6
Stilesville Elem.	2-6	10	2	250	76	5	3

Date of Construction and General Conditions

Cascade High School - 1978, meets today's standards.
Cascade Junior High School - 1978, meets today's standards.
East Elementary - 1973, meets today's standards.
Amo Elementary - additions in 1936 and 1962.
Stilesville Elementary - additions in 1938 and 1950's.

* Shops, Gyms, Lunch rooms, etc.
** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, etc.

Source: School Superintendent

Table 4H

NORTHWEST HENDRICKS COMMUNITY SCHOOL CORPORATION

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1971-1972							
Pittsboro	1-12	26	13	650	596	30	4.5
Lizton	1-8	12	5	275	289	14	3
North Salem	1-12	22	13	450	445	23	6
1981-1982							
Tri-West Hendricks	7-12	23	39	700	673	37	47
North Salem Elem.	1-4	8	3	200	189	8	3
North Salem Elem.	K,5-6	5	10	150	151	5	14
Pittsboro Elem.	KG-6	13	8	390	379	13	18

Date of Construction and General Conditions

Tri-West Hendricks - 1975, excellent.
North Salem Elementary - 1920, (1-4), poor.
North Salem Elementary - 1954, (K,5-6), below standard.
Pittsboro Elementary - 1954, acceptable, 1970 addition, good.

* Shops, Gyms, Lunch rooms, etc.
** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, etc.

Source: School Superintendent

Table 4I
PLAINFIELD COMMUNITY SCHOOL CORPORATION

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1971-1972							
Van Buren	KG-6	20	7	600	555	22	16
East Grade	KG-1	6	4	210	151	6	7
Central	KG-6	19	6	600	548	23	13
Brentwood Elem.	KG-6	29***	1	720	726	29	9
Jr./Sr. High School	7-12	66	53	2200	1760	95	12
1981-1982							
Van Buren	KG-6	15	14	450	376	19	21
Central	KG-6	26	53	870	660	32	21
Brentwood Elem.	KG-6	29***	1	720	600	26.5	11.75
Jr./Sr. High School	7-12	66	53	2200	1639	82.5	41

Date of Construction and General Conditions

Van Buren - 1956, excellent.
Central - 1977, excellent.
Brentwood Elementary - 1963, 12 rooms, 1971, 17 rooms.
Jr./Sr. High School - good.

* Shops, Gyms, Lunch rooms, etc.
** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, etc.
*** The equivalency of 14 classrooms in space make up the "open concept" building.

Source: School Superintendent

Table 4J
GATEWAY CHRISTIAN CHURCH

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1981-1982							
Gateway Christian	KG-12	5	3	250	36	6	3

Date of Construction and General Conditions

Gateway Christian Academy - 1976, excellent.

* Shops, Gyms, Lunch rooms, etc.
** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, etc.

Source: School Principal

Table 4K
ST. MALACHY SCHOOL

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1971-1972							
St. Malachy	1-8	13	1	400	344	13	5
1981-1982							
St. Malachy	1-8	16	1	450	360	16	7

Date of Construction and General Conditions

St. Malachy - 1955, good to very good.

* Shops, Gyms, Lunch rooms, etc.
** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, etc.

Source: School Principal

Table 4L
ST. SUSANNA'S SCHOOL

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1971-1972							
St. Susanna	1-6	6	3	180	145	6	8
1981-1982							
St. Susanna	1-6	6	3	180	90	6	4

Date of Construction and General Conditions

St. Susanna - 1953, Good condition.

* Shops, Gyms, Lunch rooms, etc.
** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, Etc.

Source: School Principal

Table 4M
BETHESDA CHRISTIAN SCHOOLS

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1981-1982							
Bethesda Christian	KG-12	30	1	900***	525	27	13

Date of Construction and General Conditions

Bethesda Christian Schools - 1973, excellent, 1967, excellent, 1975, excellent.

* Shops, Gyms, Lunch rooms, etc.

** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, etc.

*** Includes ½ days sessions

Source: School Principal

Table 4N

KINGSWAY CHRISTIAN SCHOOL

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1981-1982							
Kingsway Christian	PRE-6	25	4	500	115	8	2

Date of Construction and General Conditions

Kingsway Christian - 1976, remodeled, 1979-1981, excellent.

* Shops, Gyms, Lunch rooms, etc.

** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, etc.

Source: School Administrator

Table 40

HENDRICKS COUNTY ASSOICATION FOR RETARDED CITIZENS, INC. - OPPORTUNITY COTTAGE

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1981-1982							
Opportunity Cottage	PRE-5	8	1	45	36	6	7

Date of Construction and General Construction

Opportunity Cottage - 1963, additions in 1975.

* Shops, Gyms, Lunch rooms, etc.

** Administrators, Guidance Counselors, Teachers' aides, Bus Drivers, Custodians, etc.

Source: Agency Director

Table 4P
INDIANA BOY'S SCHOOL

Name of School	Grades	Classrooms	Other*	Capacity	Enrollment	Teachers	Support Staff**
1971-1972							
Charlton	7-12	18	18	500	1/380	2/36	4
1981-1982							
Charlton	7-12	18	18	500	1/385	2/34	9

Date of Construction and General Conditions

Charlton - 1913, Main building, 1955, Vocational building, 1966, Ind. Arts Wing, 1969, Counseling & Admin. Wing, 1976, Activity Building, 1980, Main Building renovated, Good Condition.

* Shops, Gyms, Lunch rooms, etc.
** Administrators, Guidance Counselors, Teachers aides, Bus Drivers, Custodians, etc.
1/ Average at any time
2/ Some teach three fourths time and coach or counsel one fourth time.

Source: School Administrator

EXISTING LAND USE

INTRODUCTION

In order to do a comprehensive land use plan for a community, it is required that you know existing land uses. The following section describes and identifies the general land use characteristics within Hendricks County. This land use information will also provide a basis for development of the zoning maps. The zoning maps and zoning ordinances are implementation regulations which will assist in achieving the goals and objectives established within this Comprehensive Plan.

RESIDENTIAL

In 1980, 37.1 percent of the residential development in Hendricks County was contained within the ten towns of Amo, Brownsburg, Clayton, Coatesville, Danville, Lizton, North Salem, Pittsboro, Plainfield and Stilesville. Of the total 8,780 housing units contained within these nine towns, 82.9 percent of the residential units were located in Brownsburg, Danville and Plainfield. Plainfield contained the most housing units at 3,519 with Brownsburg containing 2,221 units and Danville 1,549 units. The other 7 towns in 1980 had the number of housing units ranging from a high of 344 in Pittsboro to a low of 136 in Amo.

The majority of residential development within Hendricks County has occurred outside the incorporated towns. Of the 23,639 residential units within Hendricks County in 1980, 62.9 percent were located in the unincorporated areas of the County. In 1970, 57.1 percent of the residential

development was located in the unincorporated areas of the County. The residential development outside of the Hendricks County towns is even more dramatic when the actual number of new residential housing units within the towns are compared to the new residential housing units in the unincorporated areas of the County. Between 1970 and 1980, the total number of new residential units constructed within the towns increased by 1,601. During the same ten year period, the number of new residential units within the unincorporated areas increased by 5,318.

Most of the Hendricks County residential development is located in the eastern townships of Brown, Lincoln, Washington and Guilford. These four townships border Marion County, the provider of the majority of jobs within the Heartland Region. In 1980, these four townships contained 66.5 percent of the total County residential housing units and 67.5 percent of the County's population. Lincoln Township, which contains Brownsburg, has 4,434 residential housing units. Brown Township, immediately adjoining Lincoln Township to the north, contained 1,247 units. Between Brownsburg and Plainfield is Washington Township, which contained 4,313 residential units in 1980. Guilford Township, including Plainfield, is located in the southeast corner of the County and contained 5,729 residential units.

Washington Township is a very unique township within Hendricks County and in the Heartland Region. While the township contained the third largest number of residential dwelling units, there is no incorporate community to provide a nucleus for the existing development. Brown Township had a greater percentage growth in residential dwelling units of 110.3 percent compared to 81.4 percent growth in Washington Township during the decade of 1970 to 1980. However, no township within Hendricks County had a greater increase in the actual number of dwelling units than Washington Township's increase of 1,936. Washington Township's remarkable growth is predicted to continue during the next 20 years. This growth has all occurred without municipal sewage treatment or a community water supply system.

Given the natural soil limitations for septic systems and a history of some well water problems, Washington Township may have a tremendous water treatment and water supply problem. Future generations may be required to solve a water treatment and a water supply problem created by today's development practices.

The other eight Hendricks County townships contained the remaining 33.5 percent of the 1980 residential development within Hendricks County. A majority of the 7,916 residential dwelling units counted in 1980 for the other eight townships were located in the middle tier of Hendricks County townships. These townships are Center, Middle and Liberty. Center Township, containing the county seat of Danville, had 2,455 residential units of which 1,549 units were located in Danville. Middle Township, to the north of Center, contained 1,066 residential units with Liberty, to the south of Center Township, containing 1,663 units. The eastern four townships of Brown, Lincoln, Washington and Guilford, with the middle tier of Center, Middle and Liberty Townships, contained 88.4 percent of the County's residential development in 1980.

Clay, Eel River, Franklin, Marion and Union are the five western townships of Hendricks County with 11.6 percent of the total 1980 residential development. These townships are predominantly agricultural. Due to the distance of these townships from Marion County, it is expected that they will remain agricultural for the next 20 years.

The residential development patterns within Hendricks County correspond to the suburbanization that is radiating out of Marion County. Eastern Hendricks County has the greatest amount of suburbanization because of the location next to Marion County. The majority of the residential development has occurred outside of these towns. Reasons for the scattered residential development pattern ranged from the perceived desirability that a rural environment is a good place to raise a family to a community's inability of providing sewer and water

service in order to meet the expanding demand. Continued urban sprawl within Hendricks County will create a great burden on local units of government as they attempt to catch up to the urbanization that has already occurred.

COMMERCIAL

As noted in the economic section of this plan, commercial centers within Hendricks County are in the towns of Brownsburg, Danville and Plainfield. Over 70 percent of Hendricks County's retail establishments are located in these three communities. The newer retail centers within these three towns have located on the fringe area of the communities. Highways are the single most important factor in determining locations of these new retail centers.

Brownsburg's commercial growth is currently expanding north along SR 267, toward the interchange at I-74. The oldest Brownsburg business district, located in the center of the town at the intersection of SR 136 and SR 267, was replaced in importance as a commercial center during the 1950s. During the 25 year period from 1950 through 1975, retail growth increased on the east side of Brownsburg along SR 136. However, the opening of I-74 on the north side of Brownsburg during the decade of 1960 created a new potential for commercial development. This potential became a reality in 1980 with the construction of a major shopping center at this intersection. With the advent of the new shopping districts within Brownsburg, the old central business district still maintains its vitality.

The oldest commercial district in Plainfield is located at the intersection of Old SR 267 and US 40. Historically, the development moved from the central business district of Plainfield east along US 40. It is anticipated that future commercial development within the Plainfield area will occur along New SR 267 between US 40 and I-70.

US 40 has gone through a number of different development stages. Prior to the completion of I-70 in the late 1960s, US 40 was a major national highway, linking the east and west coasts. This interstate travel created an attractiveness of US 40 for service-type commercial uses such as hotels and motels. The completion of I-70 has reduced the attractiveness of US 40 as a service base for the hotel/motel business. The new attractiveness of I-70 has created certain blighted effects upon sections of US 40. Currently, some of the areas of commercial use between Plainfield and Indianapolis show the affect of I-70 on the old commercial trade along US 40.

It is anticipated that the next predominant area of commercial growth for Plainfield will be at the intersection of I-70 and SR 267. The most significant factor which prevents this development from occurring now is the unavailability of sewer and water services from Plainfield. In order to assure the proper development of this area, it will be essential that Plainfield and the County coordinate their development activities for this intersection. Hendricks County needs to protect this area to prevent premature development that does not have the necessary services of sewer and water.

Danville is the third commercial area within Hendricks County, having a population of 4,220 persons. The old central business district of Danville is the area of US 36 east of SR 39. Currently, the commercial expansion of Danville is occurring along US 36 east toward Indianapolis. Given the population trends within Hendricks County, it is anticipated that this development will continue eastward for the next 20 years. Danville also serves as the county seat and, therefore, has a lot of governmental services and other services which accompany the governmental functions. Examples of these types of supporting services include law offices and abstract and title insurance companies. Governmental services will continue to serve an important function within the commercial base of Danville for the next 20 years. Within the next five years,

US 36 will be relocated south of its current alignment from Avon to Danville. This will increase the attractiveness of commercial development east of Danville toward the Avon area.

The remaining commercial areas within Hendricks County are contained within the towns of Amo, Clayton, Coatesville, Lizton, North Salem, Pittsboro and Stilesville. The unincorporated community of Avon also provides some commercial services for the Hendricks County area. Because of the transportation attractiveness of US 36 and SR 267, the Avon area is expected to rise in importance as a commercial center over the next few years.

INDUSTRIAL

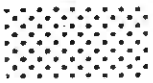
The two major industrial employers within Hendricks County are Public Service Indiana, located in Plainfield, and Conrail, located in the Avon area. There is currently some attractiveness for other industrial development to occur around the Public Service Indiana and Conrail locations. Another industrial location is within Lincoln Township, south of US 136 along County Line Road. This area is currently used as commercial bulk gasoline storage yards and it is anticipated to continue within the future. As discussed within the economic evaluation section of this plan, industrial development is needed for the future development of Hendricks County.

EXISTING LAND USES MAPS

Existing land uses are summarized on the following township base maps. These maps were compiled by survey and show the general existing land use characteristics in each of the twelve townships within Hendricks County. Existing land use trends are important in order to develop a land use plan and zoning ordinance. The maps are identified as Maps 5A through 5L.

1983 Existing Land Use Maps
By Township

Legend



Incorporated Town

Industrial

Residential

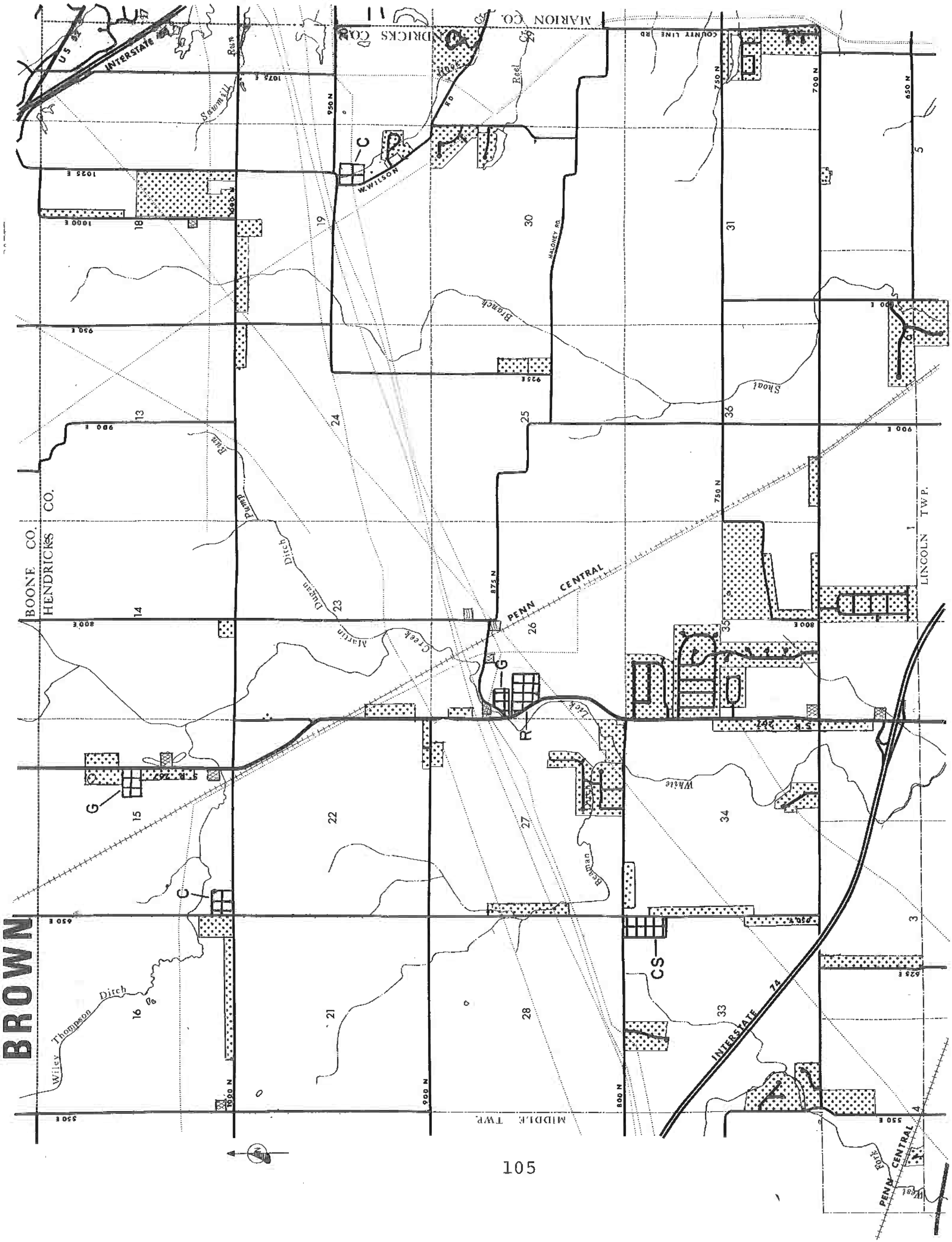
Commercial

Special Uses

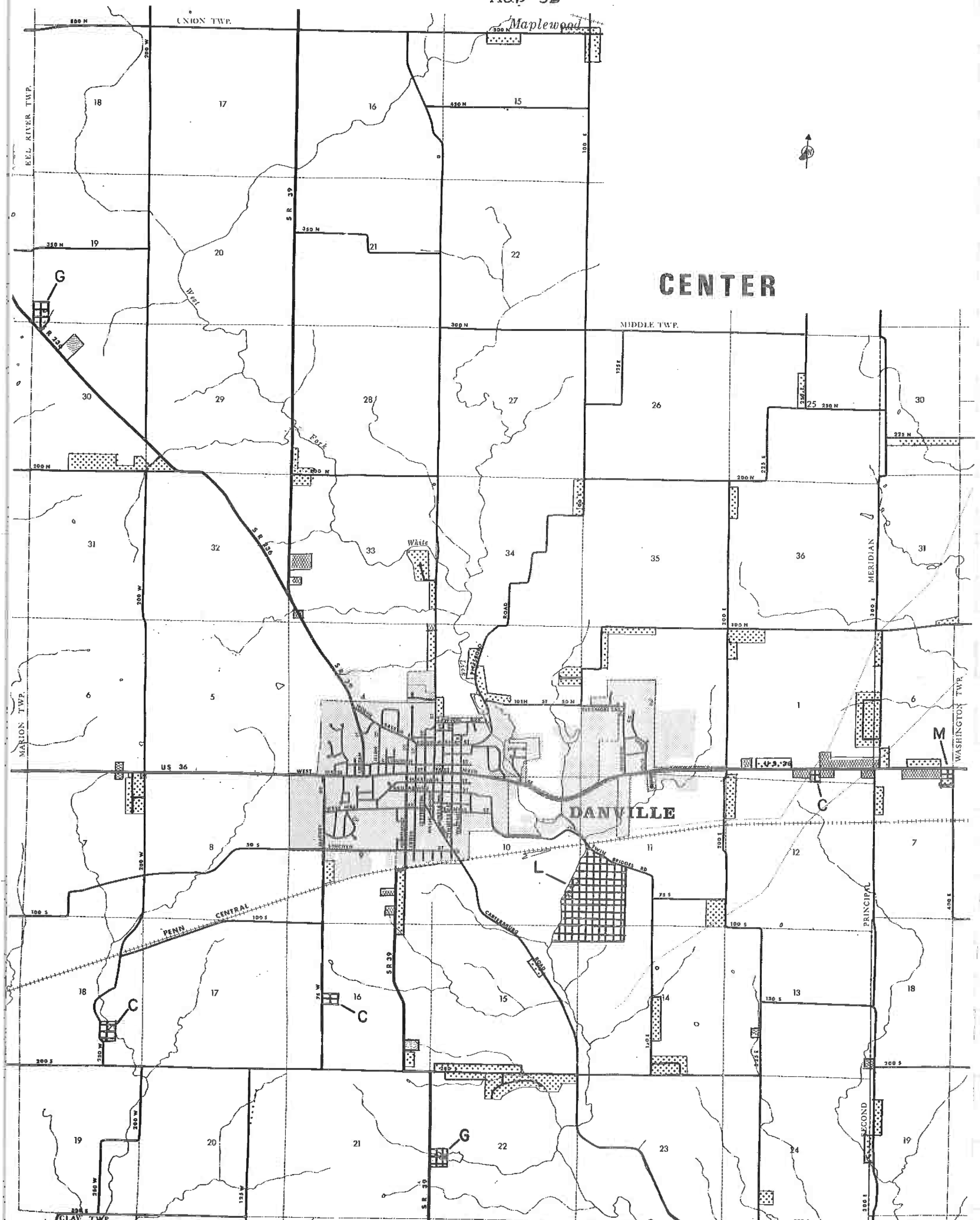
A - Abandoned
C - Church
G - Graveyard
J - Junkyard
L - Landfill
M - Mobile Home Park
R - Recreation
S - School
IN - Indiana State Property
WS - Water Supply
WT - Waste Water Treatment

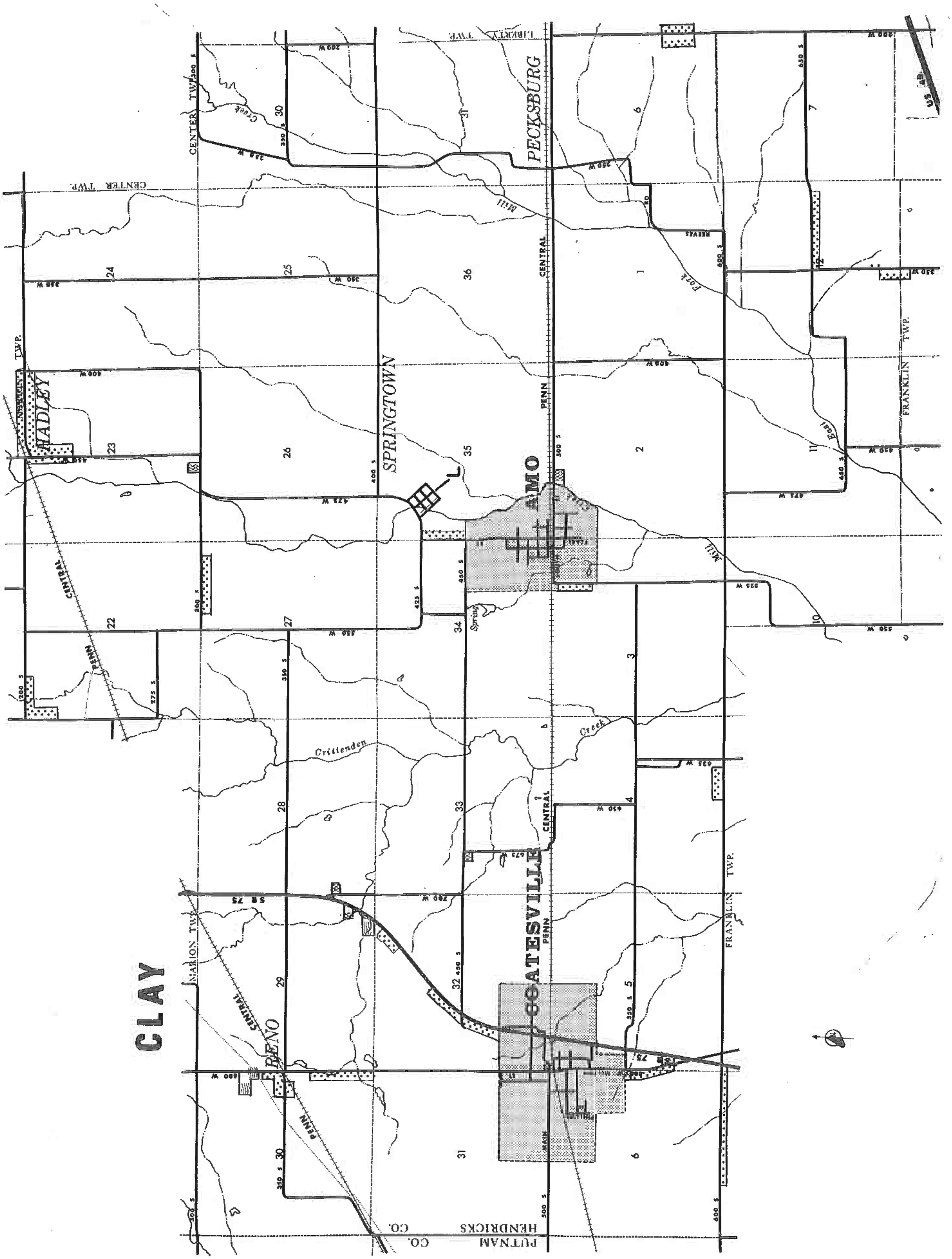
(Combination letters, other than those listed, represent a multiple use or an abandoned use. Legend applies to Maps 5A through 5L.)

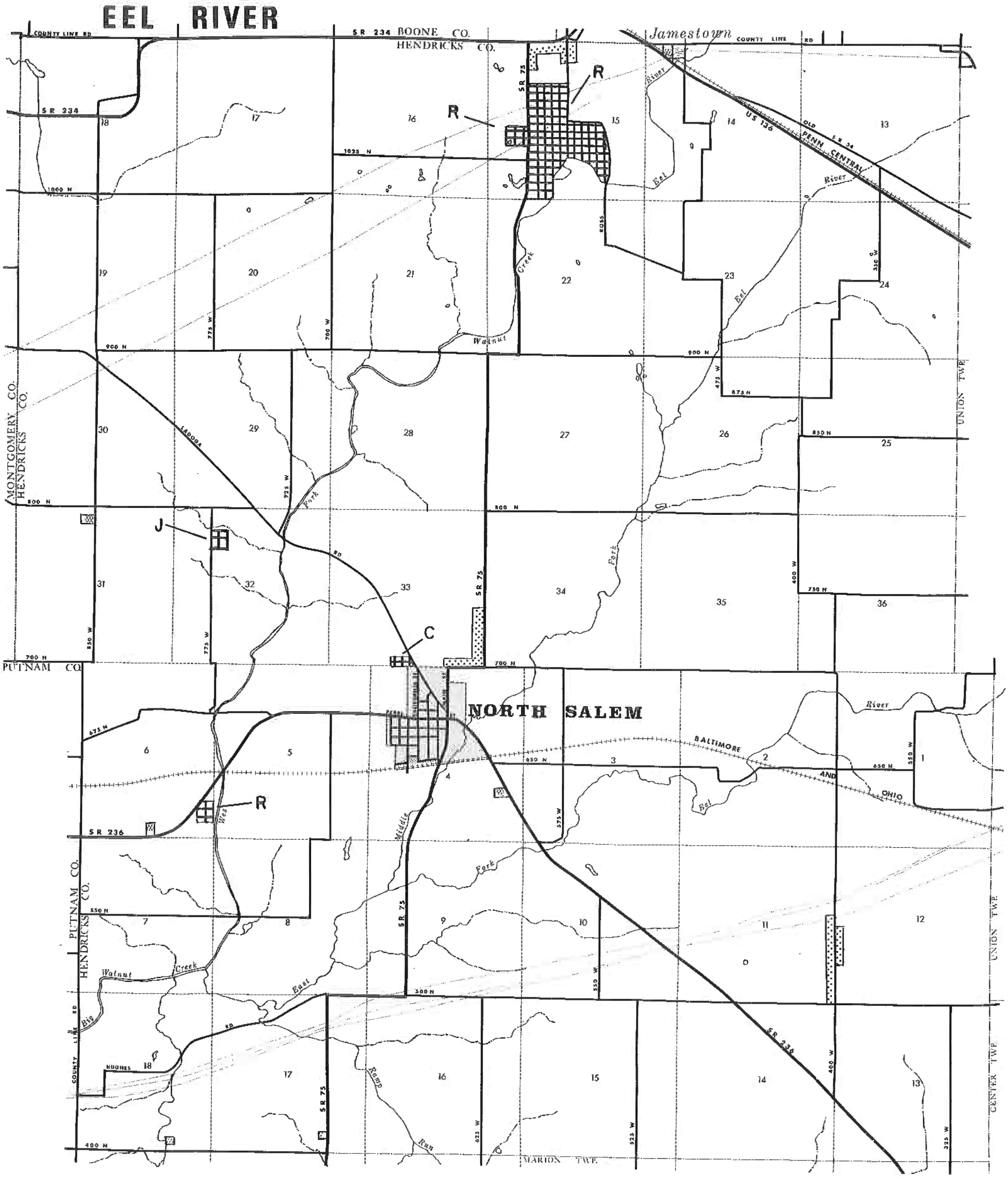
Map 5A

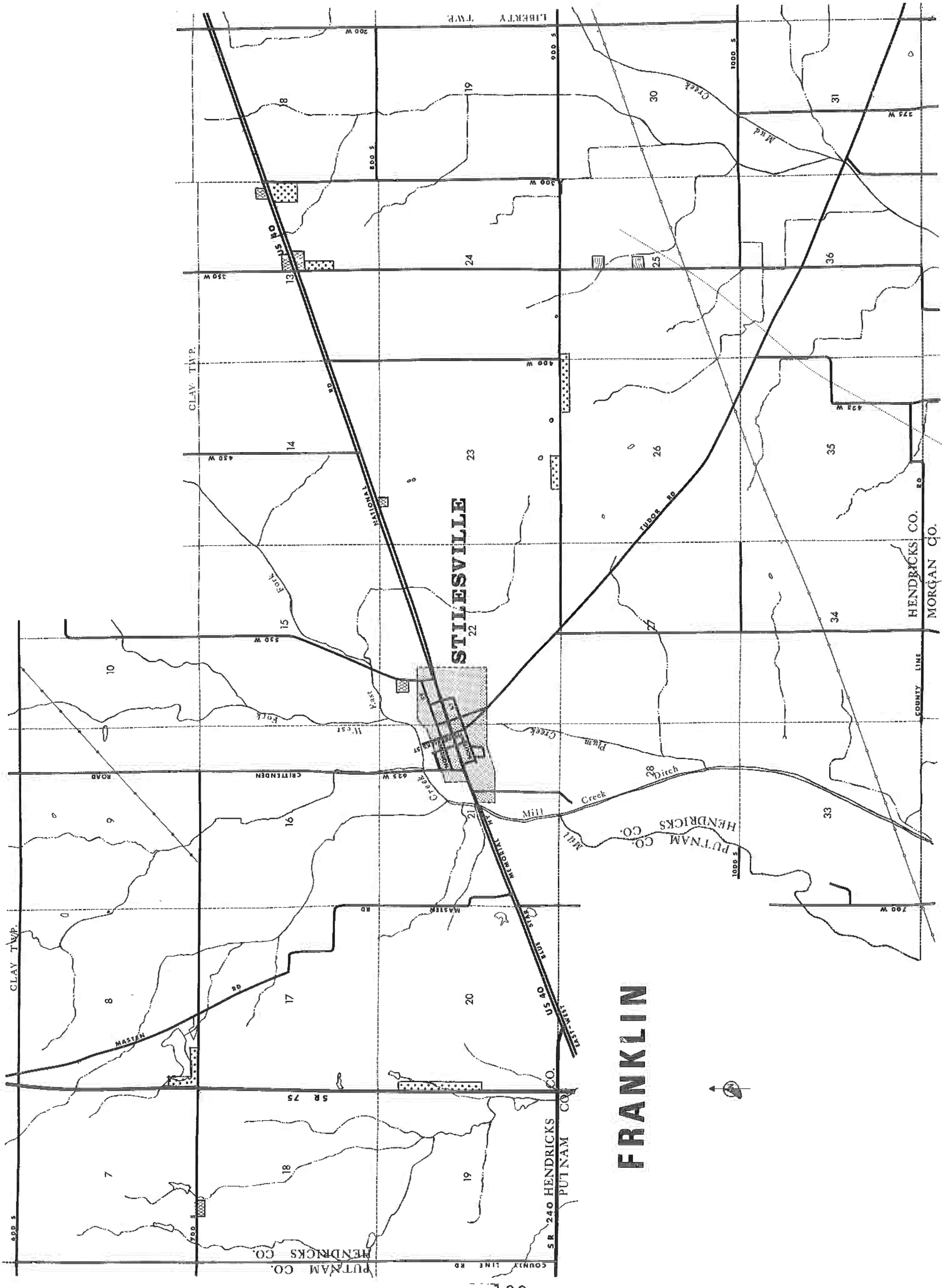

BROWN
BOONE CO.
HENDRICKS CO.
MARION CO.
LINCOLN TWP.
MIDDLE TWP.
INTERSTATE 74
PENN CENTRAL
U S 52
COUNTY LINE RD
W. WILSON
MALONEY RD
Sawmill Run
Pump Run
Dugan Ditch
Martin Creek
Reel Cr.
Branch
Shoal
White Lick
Beaman
Wiley Thompson Ditch
West Fork
S.R. 267
CS

Map 5B

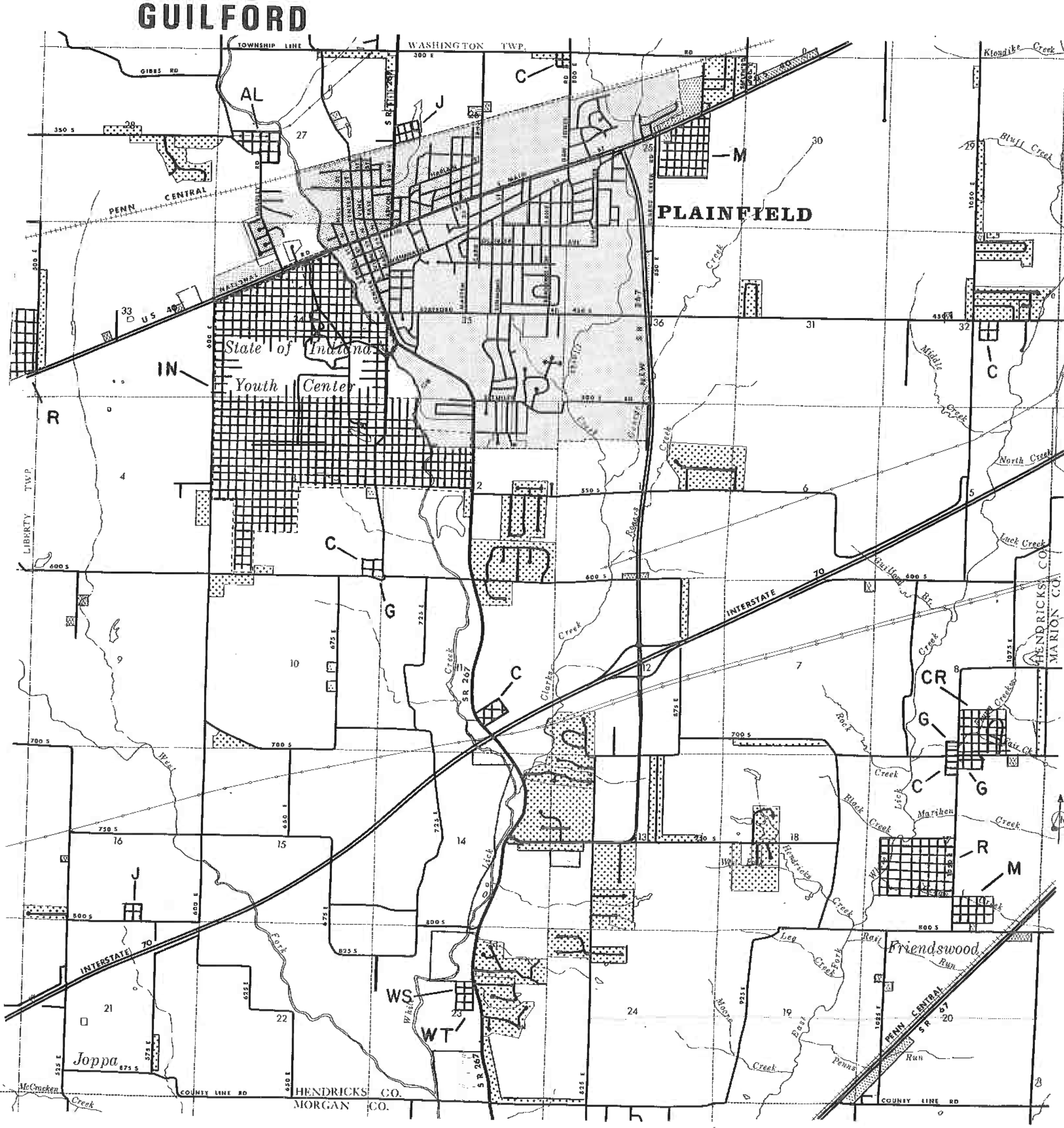

UNION TWP.
Maplewood
EEL RIVER TWP.
CENTER
MIDDLE TWP.
MARION TWP.
WASHINGTON TWP.
CLAY TWP.
LIBERTY TWP.
DANVILLE
US 36
S R 39
S R 236
PENN CENTRAL
CARTERSBURG ROAD
TWIN BRIDGES RD
MERIDIAN
PRINCIPAL
SECOND
White
Lick
West
Fork
G
C
L
M

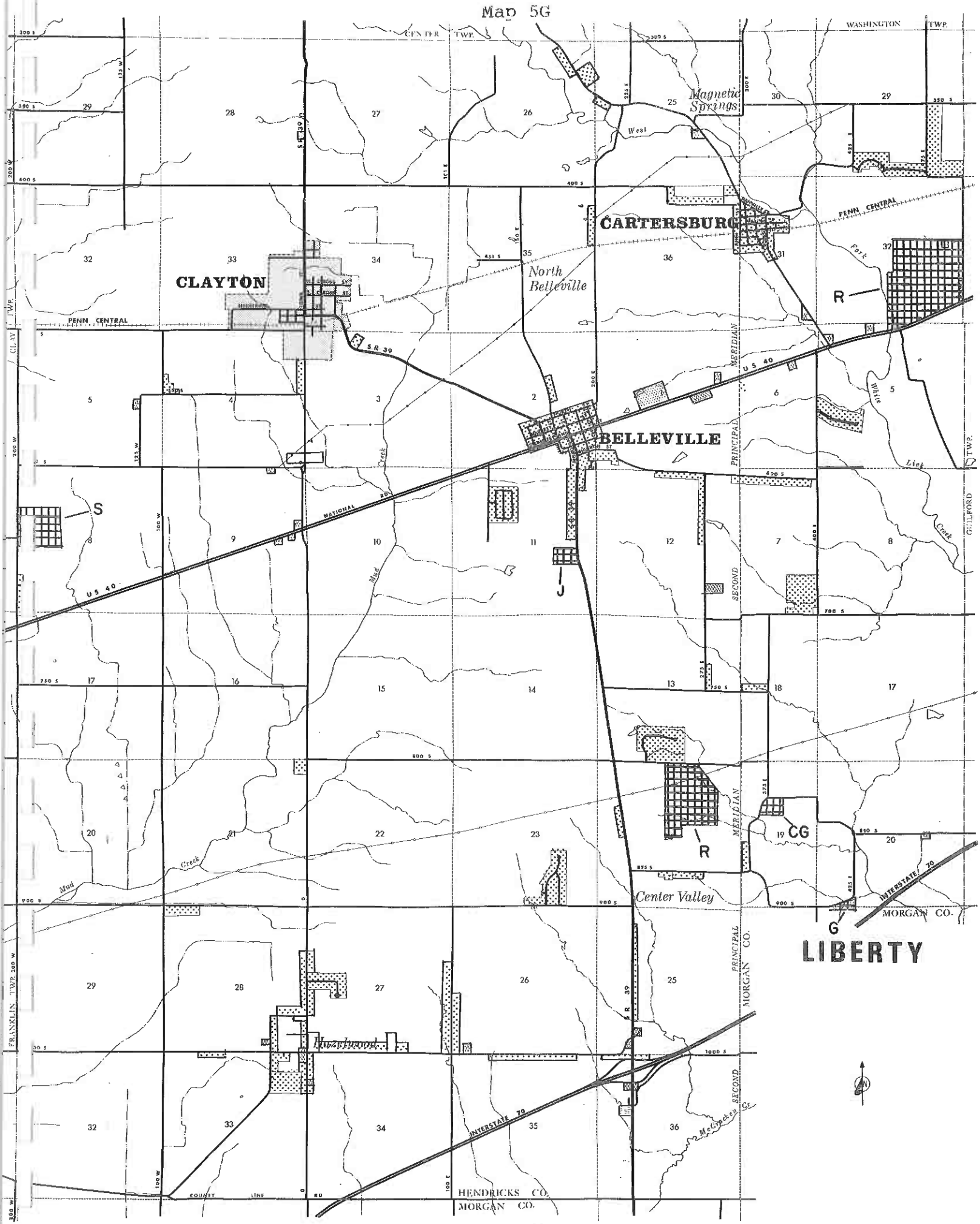

CLAY
COATESVILLE
AMO
SPRINGTOWN
HADLEY
PECKSBURG
RENO
CENTER TWP.
LIBERTY TWP.
MARION TWP.
FRANKLIN TWP.
HENDRICKS CO.
PUTNAM CO.
Crittenden Creek
Mill Creek
Fork
CENTRAL
PENN


EEL RIVER
NORTH SALEM
Jamestown
BOONE CO.
HENDRICKS CO.
MONTGOMERY CO.
HENDRICKS CO.
PUTNAM CO.
HENDRICKS CO.
UNION TWP.
UNION TWP.
CENTER TWP.
MARION TWP.
SR 234
SR 75
SR 236
US 136
BALTIMORE AND OHIO
PENN CENTRAL
R
R
R
J
C

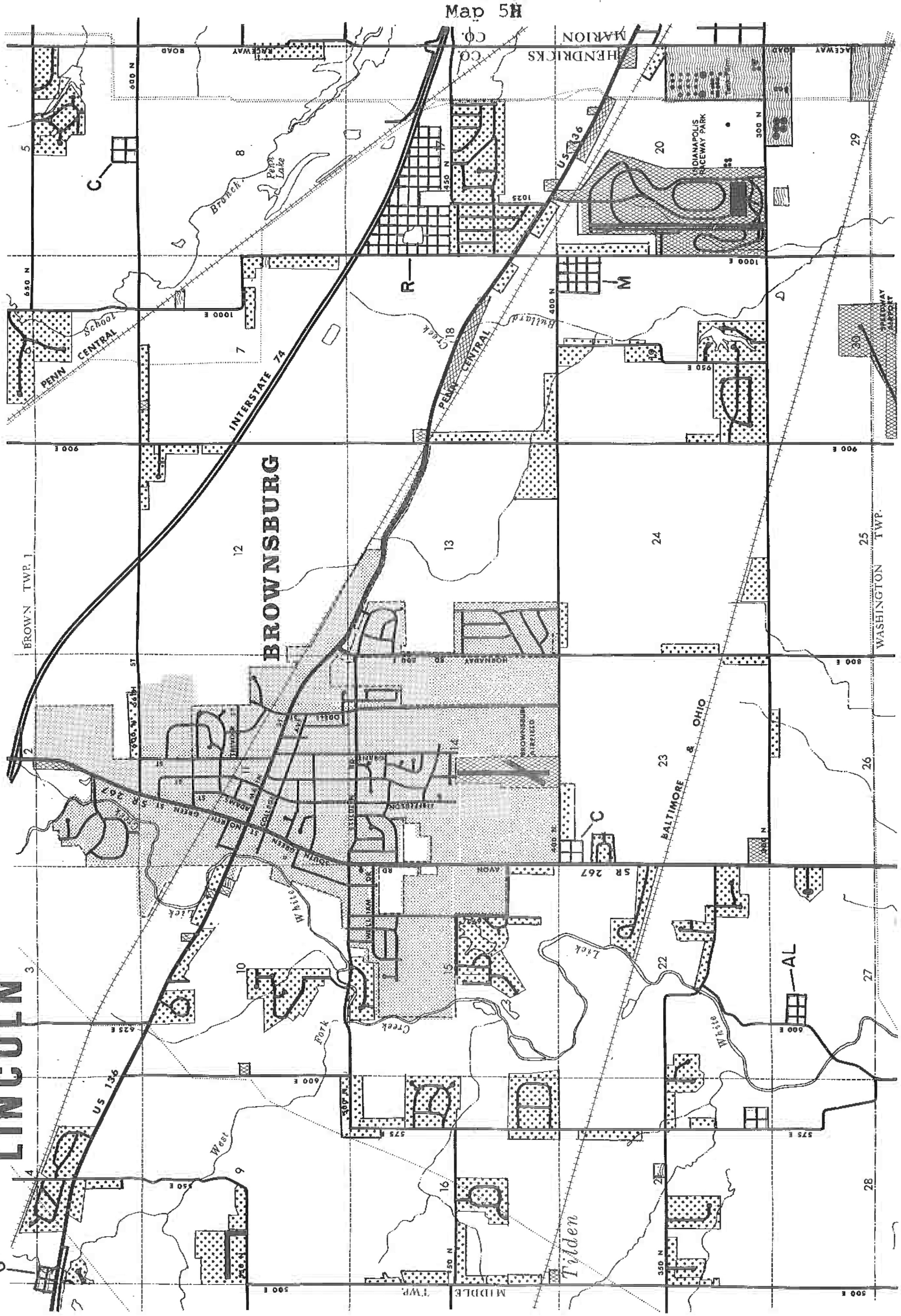

STILESVILLE
FRANKLIN
CLAY TWP.
LIBERTY TWP.
HENDRICKS CO.
PUTNAM CO.
MORGAN CO.
US 40
US 40
SR 75
SR 240
NATIONAL RD
TUDOR RD
MASTEN RD
CRITTENDEN ROAD
COUNTY LINE RD
Mill Creek
Plum Creek
Mud Creek
West Fork
East Fork
Ditch

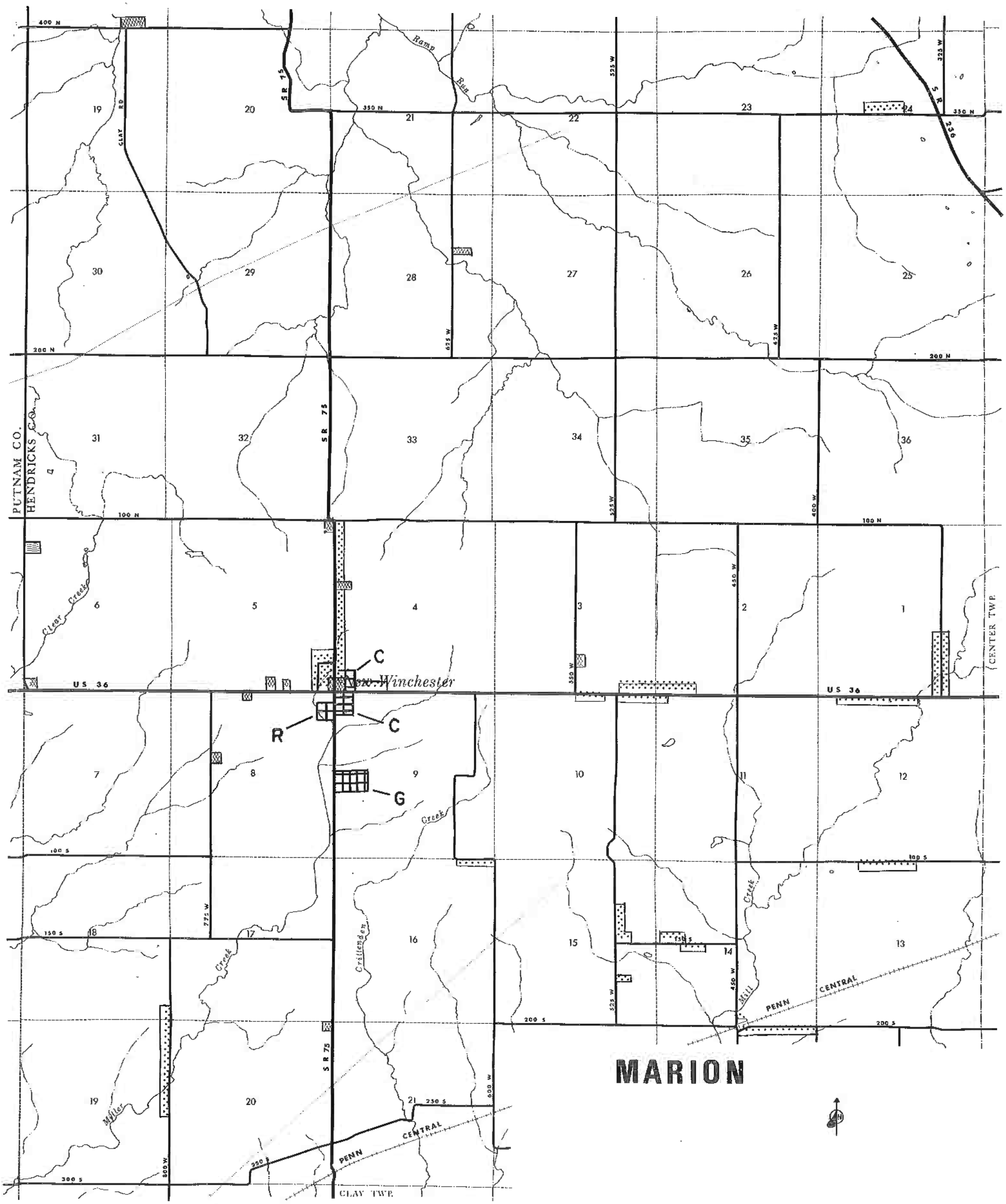
Map 5F


GUILFORD
PLAINFIELD
State of Indiana
Youth Center
WASHINGTON TWP.
LIBERTY TWP.
INTERSTATE 70
PENN CENTRAL
US 40
SR 267
HENDRICKS CO.
MORGAN CO.
MARION CO.
Joppa
Friendswood
AL
J
C
M
IN
R
G
CR
WS
WT

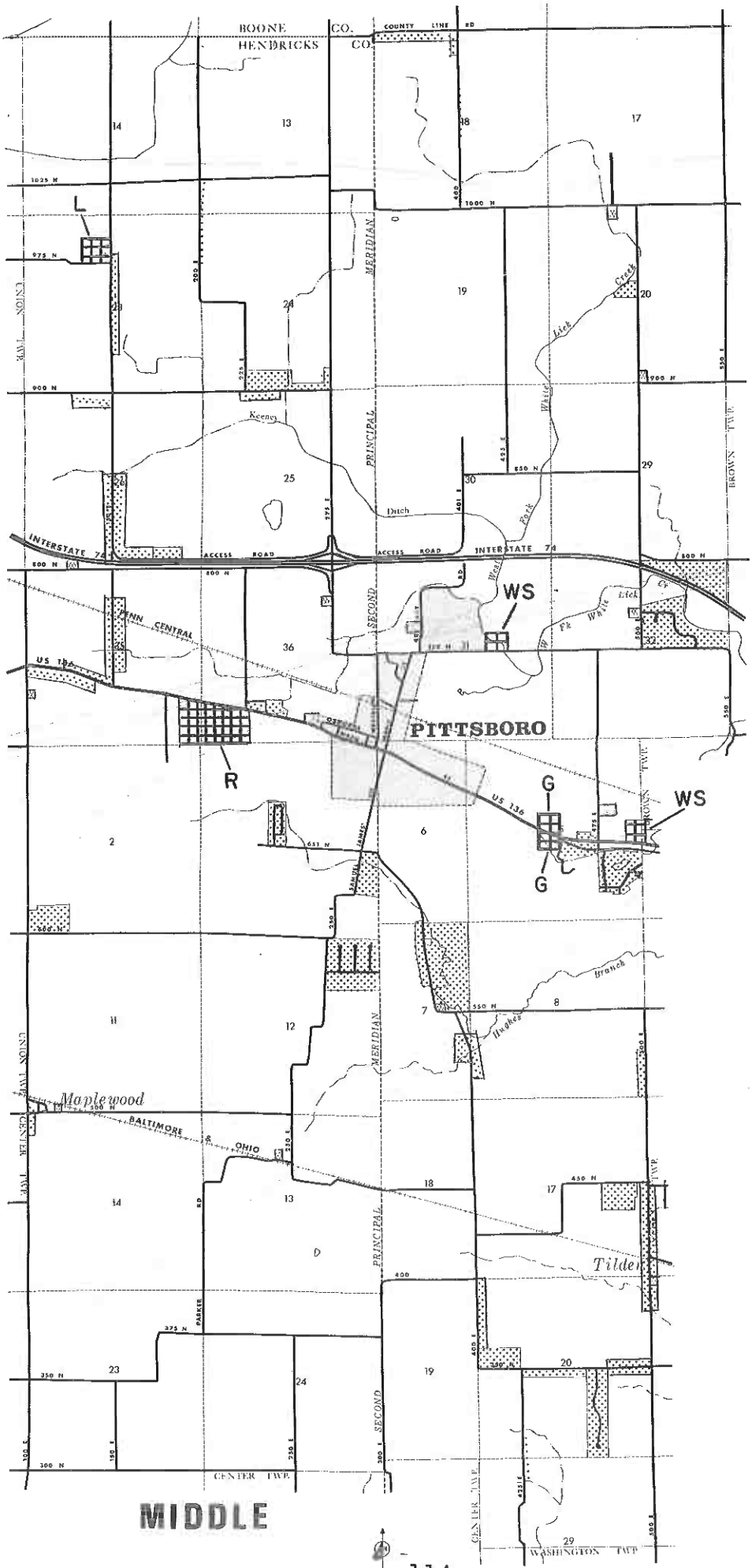

CENTER TWP.
WASHINGTON TWP.
Magnetic Springs
CARTERSBURG
PENN CENTRAL
CLAYTON
North Belleville
BELLEVILLE
CLAY TWP.
SR 39
US 40
NATIONAL RD
PRINCIPAL MERIDIAN
SECOND
Mud Creek
White Lick Creek
Fork
West
GUILFORD TWP.
Center Valley
INTERSTATE 70
MORGAN CO.
LIBERTY
Huestmond
FRANKLIN TWP.
COUNTY LINE RD
HENDRICKS CO.
MORGAN CO.
McCracken Cr.
R
S
J
CG
G

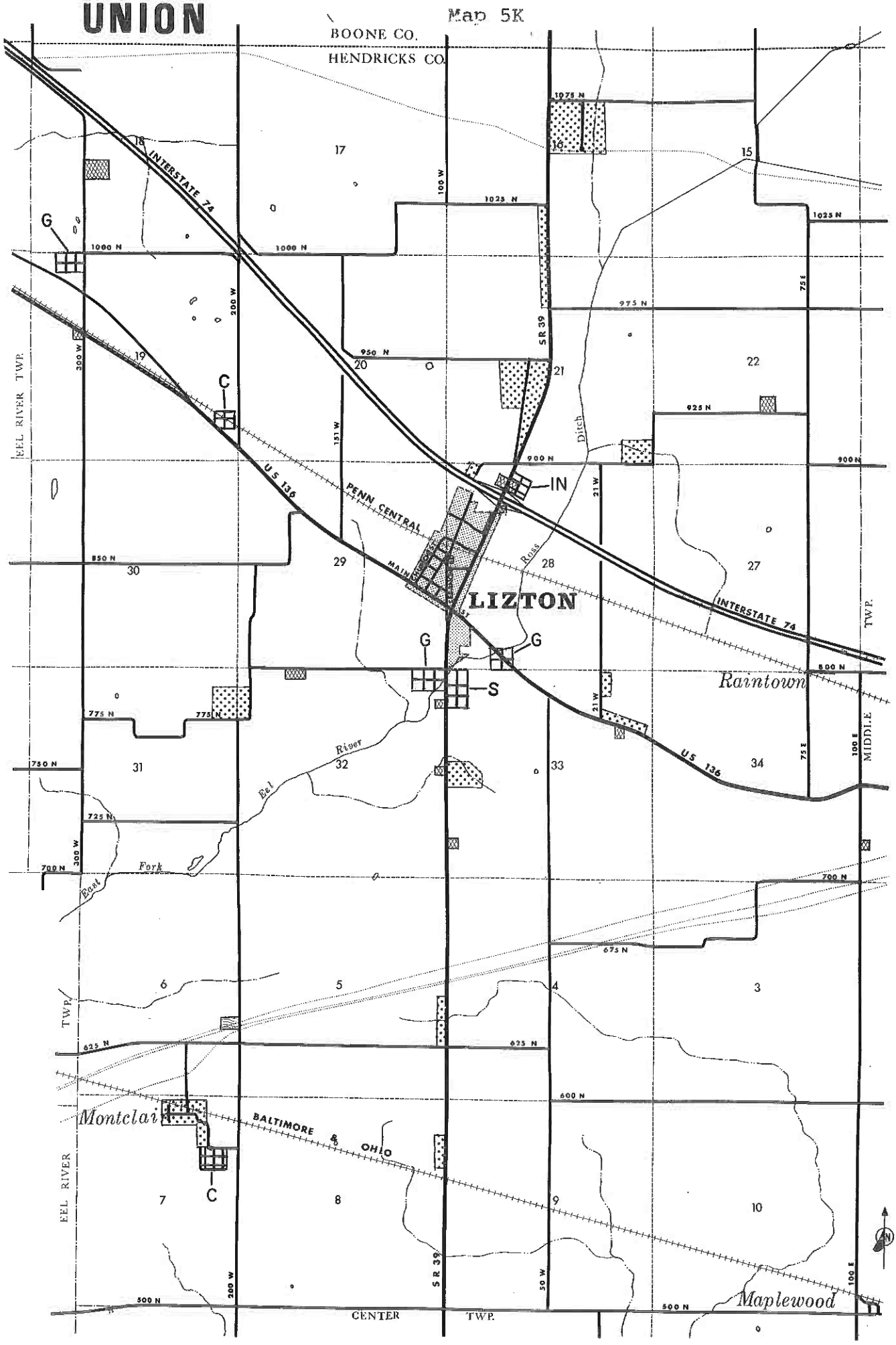
Map 5H

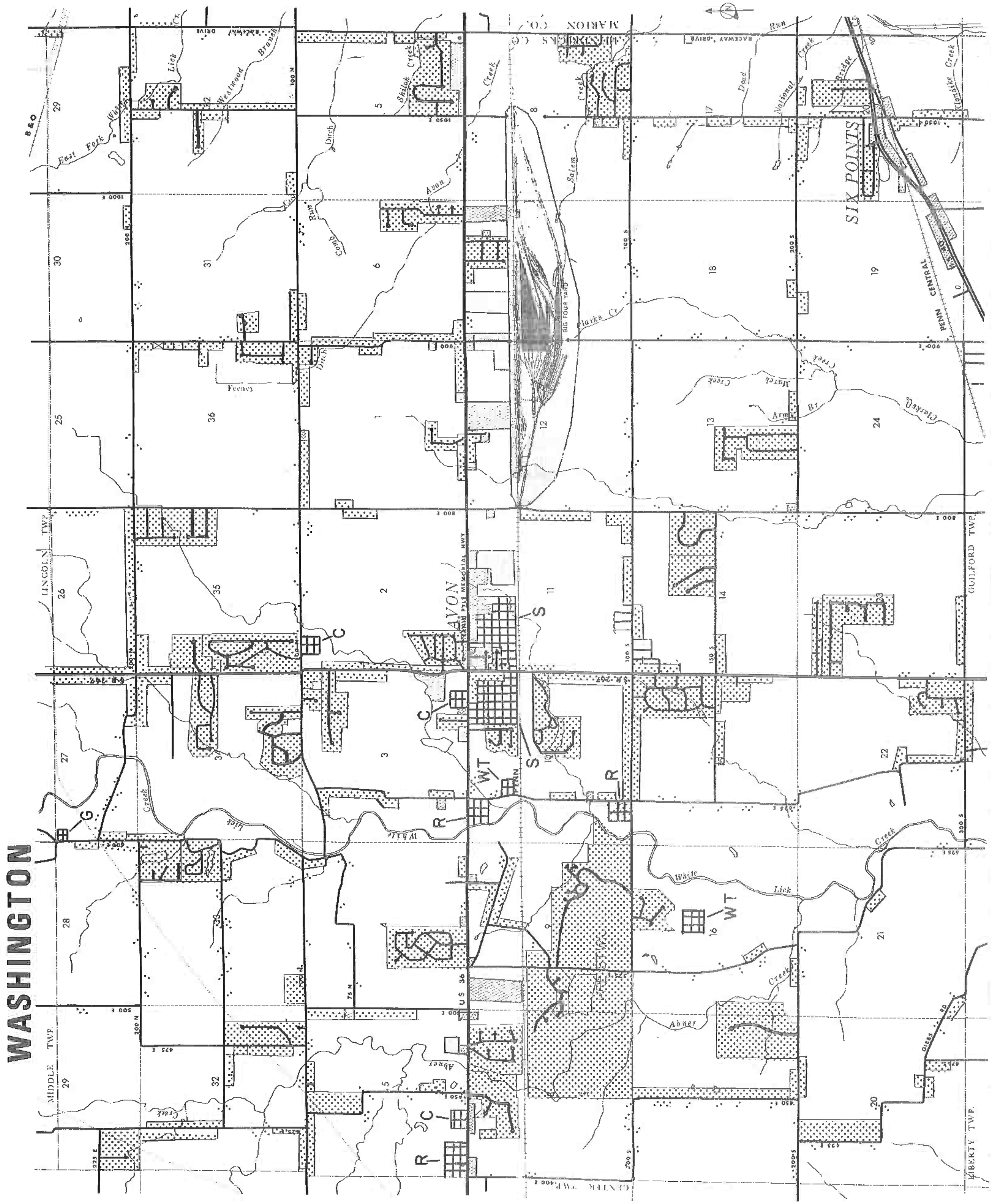

LINCOLN
BROWNSBURG
BROWN TWP.
WASHINGTON TWP.
MIDDLE TWP.
HENDRICKS CO.
MARION CO.
INTERSTATE 74
US 136
PENN CENTRAL
BALTIMORE & OHIO
INDIANAPOLIS RACEWAY PARK
SR 267
White Lick Creek
West Fork White Lick Creek
School Branch
Penn Lake
Bullard Creek
Tilden


MARION
New Winchester
PUTNAM CO.
HENDRICKS CO.
CENTER TWP.
CLAY TWP.
US 36
SR 75
SR 236
CLAY RD
PENN CENTRAL
Ramp Run
Clear Creek
Crittenden Creek
Mill Creek
Miller Creek
C
C
R
G

Map 5J


BOONE CO.
HENDRICKS CO.
COUNTY LINE RD
L
WS
R
G
G
WS
PITTSBORO
INTERSTATE 74
ACCESS ROAD
ACCESS ROAD
INTERSTATE 74
PENN CENTRAL
US 136
US 136
PRINCIPAL MERIDIAN
SECOND PRINCIPAL MERIDIAN
UNION TWP
CENTER TWP
BROWN TWP
WASHINGTON TWP
Keeney Ditch
White Lick Creek
West Fk White Lick Cr
Maplewood
BALTIMORE & OHIO
Hughes Branch
Tilden
MIDDLE


UNION
Map 5K
BOONE CO.
HENDRICKS CO.
INTERSTATE 74
U S 136
PENN CENTRAL
SR 39
LIZTON
Ross Ditch
MAIN
Raintown
MIDDLE TWP.
EEL RIVER TWP.
Eel River
Eel Fork
Montclair
BALTIMORE & OHIO
EEL RIVER TWP.
CENTER TWP.
Maplewood
1075 N
1025 N
1000 N
975 N
950 N
925 N
900 N
850 N
800 N
775 N
750 N
725 N
700 N
675 N
625 N
600 N
500 N
100 W
200 W
300 W
151 W
21 W
50 W
75 E
100 E
G
C
IN
S


WASHINGTON
SIX POINTS
AVON
BIG FOUR YARD
PENN CENTRAL
LINCOLN TWP.
GUILFORD TWP.
MIDDLE TWP.
LIBERTY TWP.
MARION CO.
White Lick Creek
East Fork White Lick
Westwood Branch
Shiloh Creek
Dead Run
National Creek
Bridge Creek
Clarks Cr.
Abner Creek
Feeney
S.R. 267
US 36
B & O

POPULATION PROJECTION

INTRODUCTION

Hendricks County, with a population of 69,804, made up approximately one percent of Indiana's 1980 total population and six percent of the total population within the Indianapolis Standard Metropolitan Statistical Area (SMSA). As stated previously, Indianapolis SMSA is a group of eight counties which center around the City of Indianapolis and are Marion, Boone, Hamilton, Hancock, Shelby, Johnson, Morgan and Hendricks Counties. Hendricks County ranked seventh in the State in the percentage of population increase with a 29.3 percent increase from 1970 to 1980. Within the SMSA, the percentage increase in population for Hendricks County ranked second behind Hamilton County's percentage increase of 50.4 percent. The Heartland Region had a 5.0 percent increase within the 10 year period compared to a 5.7 percent increase within the State. Previous percentage changes in population for Hendricks County were a 32.0 percent increase between 1960-1970, 66.3 percent increase between 1950-1960 and 22.0 percent increase between 1940-1950.

In actual numbers, Hendricks County's population increased by 15,830 persons during the 1970s. This increase ranked fourth in the State behind Porter County's increase of 32,702 persons, Hamilton County's increase of 27,849 persons and Johnson County's increase of 16,102 persons. All the Counties within the Heartland Region gained in actual population except for Marion County, which lost 28,536 persons during the decade of 1970.

To illustrate the past population size of Hendricks County in relationship to the other counties within the Heartland Region, Table 6A shows the population size for

each of the eight counties in 1970 and 1980. The chart also shows the percentage change for each of the eight counties during the ten year period. Table 6B shows the population in each of the towns for 1950, 1960, 1970, and 1980. Table 6C shows past population for the townships for the same time period.

TABLE 6A
County Population Changes
For the Region 1970-1980

Area	Population 1970	Population 1980	Percent Change
Indiana	5,195,392	5,490,224	5.7
Indianapolis SMSA	1,109,882	1,166,575	5.1
Marion	793,769	765,233	-3.6
Hamilton	54,532	82,027	51.1
Johnson	61,138	77,240	26.3
HENDRICKS	53,970	69,804	29.3
Morgan	44,176	51,999	17.7
Hancock	35,096	43,939	25.2
Shelby	37,797	39,887	5.5
Boone	30,870	36,446	18.1

TABLE 6B
Town Population 1950-1980

Town	1950	1960	1970	1980
Amo	354	437	422	444
Brownsburg	1,578	4,478	5,751	6,242
Coatesville	444	497	453	474
Clayton	598	653	736	703
Danville	2,802	3,287	3,771	4,220
Lizton	276	366	397	456
North Salem	544	626	601	581
Pittsboro	599	826	867	891
Plainfield	2,585	5,460	8,211	9,191
Stilesville	330	361	352	350

TABLE 6C
Township Population 1950-1980

Township	1950	1960	1970	1980
Brown	769	1,106	2,113	4,176
Center	4,249	5,154	5,819	7,057
Clay	1,609	1,871	1,889	2,030
Eel River	1,504	1,588	1,628	1,595
Franklin	932	1,106	1,157	1,261
Guilford	4,855	11,001	14,439	17,052
Liberty	2,472	3,353	4,017	4,719
Lincoln	2,600	6,660	10,489	13,351
Marion	781	979	1,053	1,289
Middle	1,621	2,004	2,345	3,189
Union	899	1,072	1,252	1,579
Washington	2,303	5,002	7,773	12,506
County Total	24,594	40,896	53,974	69,804

PROJECTIONS

Population change is often the principal catalyst for the development of a community's comprehensive plan. Hendricks County has developed this Comprehensive Plan because of the population change that has occurred in the last twenty years. All community planning proposals are based on the projected growth or the projected lack of growth within a community. Population projections theorize on future development based on past population patterns and, while they assist in planning for the future, they do not provide a guarantee.

In 1977, the Areawide Water Quality Management Plan was completed by the Indiana Heartland Coordinating Commission (IHCC). This Water Quality Management Plan was developed to assess the water quality problems within the Heartland Region and developed plans to solve the problems. One work

element within the Water Quality Management Plan was to prepare population projections for each of the Counties within the Region and each of the incorporated cities and towns.

In 1978, the Indiana State Board of Health contracted with the Indiana University School of Business to prepare township population projections for the entire State. These projections, as well as the IHCC projections, estimated population figures for 1980 to the year 2000.

It is felt that these two population projections are appropriate for this Comprehensive Plan. The methodology used for the population projections in Areawide Water Quality Management can be found in appendix A to the study and the methodology for the Indiana University School of Business is available at the Indiana State Board of Health.

The regional population projection and county population projections are contained in the following tables. Table 6D contains the population projections prepared by the IHCC and Table 6E contains the projection prepared by Indiana University School of Business.

TABLE 6D
Regional Population
Projection Prepared by IHCC

Area	1985	1990	1995	2000
Boone County	38,300	40,200	42,300	44,200
Hamilton County	97,400	114,100	132,700	153,200
Hancock County	49,100	54,800	61,100	67,400
HENDRICKS COUNTY	78,300	87,700	97,900	108,100
Johnson County	88,500	101,500	115,700	130,400
Marion County	775,000	791,000	805,000	813,000
Morgan County	56,500	61,800	67,500	73,600
Shelby County	41,000	42,200	43,400	44,500
Regional Total	1,224,100	1,293,300	1,365,600	1,434,400

TABLE 6E
Regional Population Projections by
Indiana University School of Business

Area	1985	1990	1995	2000
Boone County	36,490	38,350	40,290	42,150
Hamilton County	97,730	114,370	133,060	153,570
Hancock County	49,610	55,420	61,670	68,050
HENDRICKS COUNTY	77,790	87,180	97,280	107,490
Johnson County	90,890	104,190	118,790	133,880
Marion County	779,820	795,910	810,550	818,400
Morgan County	56,110	61,280	67,040	72,980
Shelby County	40,620	41,850	43,040	44,070
Regional Total	1,229,060	1,298,550	1,371,720	1,440,590

Each of the two population studies and resulting projections have estimated population sizes by townships. The township population projections for Hendricks County forecast a continuation of the existing population trends. Eastern townships of Hendricks County will contain the majority of new residences. Concentration of people on the eastern side of Hendricks County is due to the influence of Indianapolis as the major provider of employment. Both the Indiana University School of Business (see Table 6F) and the IHCC township projections (see Table 6G) are included within this plan to provide a range of forecasts.

TABLE 6F
Township Population Projections 1978 Series
by Indiana University School of Business

Township	1985	1990	1995	2000
Brown	3,400	4,200	5,050	5,920
Center	9,310	9,720	10,110	10,440
Clay	2,340	2,490	2,630	2,770
Eel River	1,890	2,040	2,220	2,400
Franklin	1,510	1,640	1,740	1,830
Guilford	17,560	19,250	21,270	23,300
Liberty	5,370	5,890	6,410	6,920
Lincoln	18,230	21,100	24,170	27,350
Marion	1,350	1,490	1,620	1,750
Middle	3,830	4,330	4,840	5,360
Union	1,700	1,850	2,000	2,140
Washington	11,280	13,200	15,230	17,310
County Total	77,790	87,180	97,280	107,490

TABLE 6G
Township Population Projections
by IHCC

Township	1985	1990	1995	2000
Brown	5,100	6,150	7,300	8,500
Center	7,600	8,150	8,800	9,500
Clay	2,100	2,200	2,350	2,400
Eel River	1,700	1,750	1,900	1,950
Franklin	1,350	1,400	1,450	1,550
Guilford	18,750	20,550	22,400	24,200
Liberty	5,100	5,500	5,950	6,400
Lincoln	15,350	17,950	20,550	23,150
Marion	1,400	1,450	1,600	1,650
Middle	3,550	3,950	4,350	4,800
Union	1,700	1,800	1,950	2,100
Washington	14,600	16,850	19,300	21,900
County Total	78,300	87,700	97,900	108,100

In addition to township population projections, IHCC also prepared population projections for municipal-type sewer service areas for the incorporated towns and unincorporated built-up areas within the County. (See Table 6H) Since all towns have the policy that requires annexation prior to extending sewer service, it is felt that the service area projections are also applicable to estimating town population size. For some of the smaller towns, it is extremely difficult to estimate population trends. Caution should always be used when utilizing population projections for smaller communities.

TABLE 6H
Town Population Projections
by IHCC

Town	1980*	1985	1990	1995	2000
Amo	444	500	500	500	600
Brownsburg**	6,242	7,600	9,000	10,400	12,900
Clayton	703	800	800	900	900
Coatesville	474	500	600	600	600
Danville**	4,220	5,200	5,500	5,800	6,200
Lizton	456	500	500	600	600
North Salem	581	700	700	800	800
Pittsboro	891	1,600	1,800	2,400	3,000
Plainfield**	9,191	9,900	10,900	11,900	12,900
Stilesville	350	400	400	500	500

*Actual 1980 population according to the U.S. Bureau of the Census

**The Brownsburg, Danville, and Plainfield projections were revised as a part of their facility plans to expand their waste water treatment plants. Within the facility plans, population projections were only made for the year 2005. The projections for 1985 through 2000 were estimates made by the Hendricks County Plan Commission staff using the 2005 projections taken from the facility plans. The 2005 population projections are: Brownsburg 13,150; Danville 6,700; and Plainfield 13,850.

GOALS AND OBJECTIVES

INTRODUCTION

The goals and objectives portion of a Comprehensive Plan is often overemphasized in importance by community planners. A great deal of time is spent developing goal statements general enough to be acceptable and acceptable enough to be without meaning. For this reason, the following sections will be brief and direct in order that the clear intent of this Comprehensive Plan is expressed to the community.

Through the inventory and analysis portion of this Plan, Hendricks County's assets and deficiencies were examined. The most significant finding from this inventory is that for the next twenty (20) years, Hendricks County will continue to have urban development. Rural characteristics will be lost and urban characteristics will be gained. This Comprehensive Plan is to provide a plan in order that the transition from rural to urban be done in a logical and orderly manner so that the number of problems generated by the change will be reduced and the quality of life be maintained.

GOAL

The goal of the Hendricks County Comprehensive Plan is to improve the health, safety, convenience, and welfare of the citizens of Hendricks County by planning for the future development of the community so that highway systems are carefully planned; that communities grow with adequate utility, health, educational and recreational facilities; that the needs of agriculture, industry and business be recognized in future growth; that residential areas provide healthful surroundings for family life; and the growth of the community is commen-

surate with and promotive of the efficient and economical use of public funds.

OBJECTIVES

To accomplish this goal, the Hendricks County community will need to achieve the following objectives.

1. Conservation of the agricultural resources in Hendricks County and the preservation of prime agricultural lands.
2. Diversify development to allow industrial and commercial growth which will increase the tax base, thereby reducing the reliance on residential and agricultural property tax assessments.
3. Encourage new development to be built with all necessary support services including waste water treatment, drinkable water supply and adequate roads.
4. Participate in efforts to reduce air and water pollution.
5. Protect the natural soil and water resources of Hendricks County through supporting good conservation practices.
6. Adopt realistic residential development standards which will not cause added cost because of excessive governmental regulation and will allow a wide range of housing types.
7. Develop a county highway system which will be safe, efficient and consistent with land use projections.
8. Encourage the establishment of a county entity to develop public parks and to reserve suitable open space areas.
9. Strengthen the partnerships between local units of government within Hendricks County.
10. Maintain citizen participation to achieve the goal of this Comprehensive Plan and to insure that subsequent ordinances are realistic and necessary.

TRANSPORTATION

INTRODUCTION

Hendricks County, as is true with all localities, depends on its transportation system. The transportation system affects all residents daily in some manner, whether they be farmers transporting produce, businessmen depending on receipt of goods and customers, the local resident working in Marion County, the housewife traveling to stores or school children riding buses and bicycles. Because of this dependency, it is important to develop a practical, functioning system and then to maintain that system. This requires coordination between all levels of government, a willingness to finance needed improvements and understanding by the local people of the need and importance of these improvements.

This chapter evaluates the existing highway system and develops a plan based on the anticipated needs for the future. Highways are the most important mode of transportation within Hendricks County because of low population densities, income levels and place of employment. The dominance of the highway within Hendricks County's transportation system will continue. This plan should be utilized by developers, the County Highway Department, and all units of government to establish priorities so that the county highway system may be developed in a logical manner to meet the needs of all Hendricks County residents.

This chapter also deals in a general way with the other modes of transportation, such as air and rail systems, so that they can be coordinated with the highway system to serve the citizens in the best manner possible.

THE RURAL ROAD SYSTEM

Hendricks County has had the benefits of several studies and transportation plans. Foremost among these are the National Highway Needs Study and the Federal Aid System.

The 1968 National Highway Needs Study, completed under the direction of the Department of Transportation, recommended "a nationwide functional highway classification study should be undertaken in cooperation with the State Highway Department and local governments to examine the future transportation role of all highway routes and their suitability for inclusion in the federal aid systems." The 1970 National Highway Needs Study contained the findings of this classification study. The classifications used in this study have also been used in this plan, although the particular roads within each classification have been revised.

The Federal Aid System is a classification system used to determine eligibility for federal highway funds. The Federal Aid System was to include all principle arteries of a county and was broken into federal aid primary and federal aid secondary routes. Those county roads classified were usually secondary routes. In 1976, the Division of Planning, Indiana State Highway Commission, in cooperation with the Federal Highway Admininstration, made a tremendous cut in the federal aid system, primarily in the secondary routes. Hendricks County had 168.4 miles of road on the federal aid secondary system in 1963. This was cut to 33.4 miles in 1976. The result has been a tremendous inconsistency between the roads classified by the National Highway Needs Study and the Federal Aid System. The end result has been an inability by counties to upgrade their road system according to a thoroughfare plan because of the cost.

A bridge is defined by Webster as "a structure built over a river, railroad, highway, etc. to provide a way across for vehicles or pedestrians". Engineers generally add the qualification of a structure length of 20 feet or

greater, compared to a culvert which has a structure length of less than 20 feet. The engineering definition is the one used in this plan.

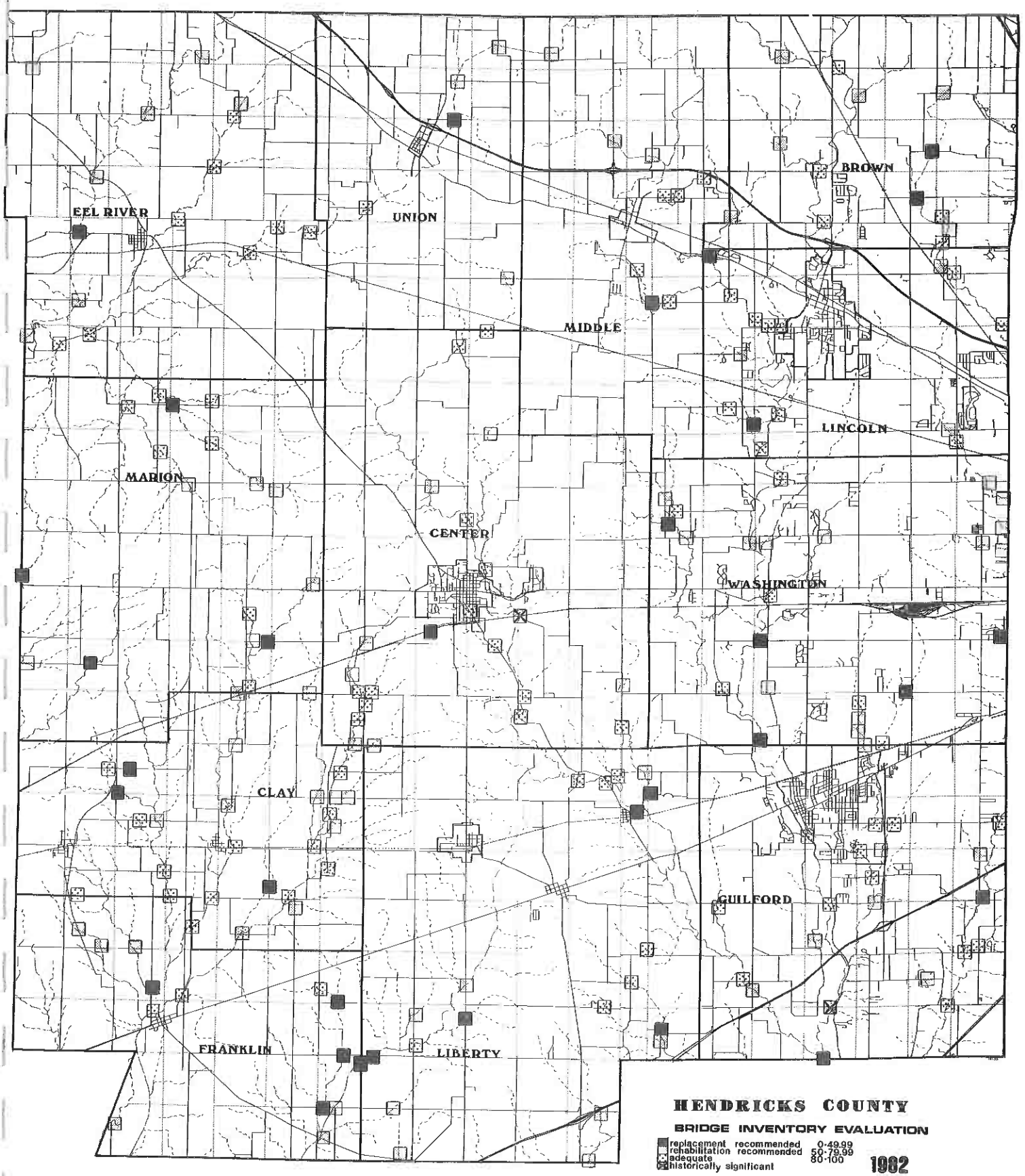
The bridges in Hendricks County have been regularly inspected and rated in accordance with State and Federal guidelines. These inspections are completely redone approximately every four years, usually by consultants using federal funds, with interim inspections by the county staff.

From these inspections, each bridge is rated based on the physical conditions of the structure and on how well the structure meets current design standards. Each bridge is rated between 0 and 100 and this is called its sufficiency rating. Those bridges rated between 0 and 49.99 should be replaced, those between 50 and 79.99 repaired and those between 80 and 100 are deemed adequate. Hendricks County bridges rating in these three classifications are shown on map 7A. Both the roads and bridges must be adequate in order to meet future traffic needs.

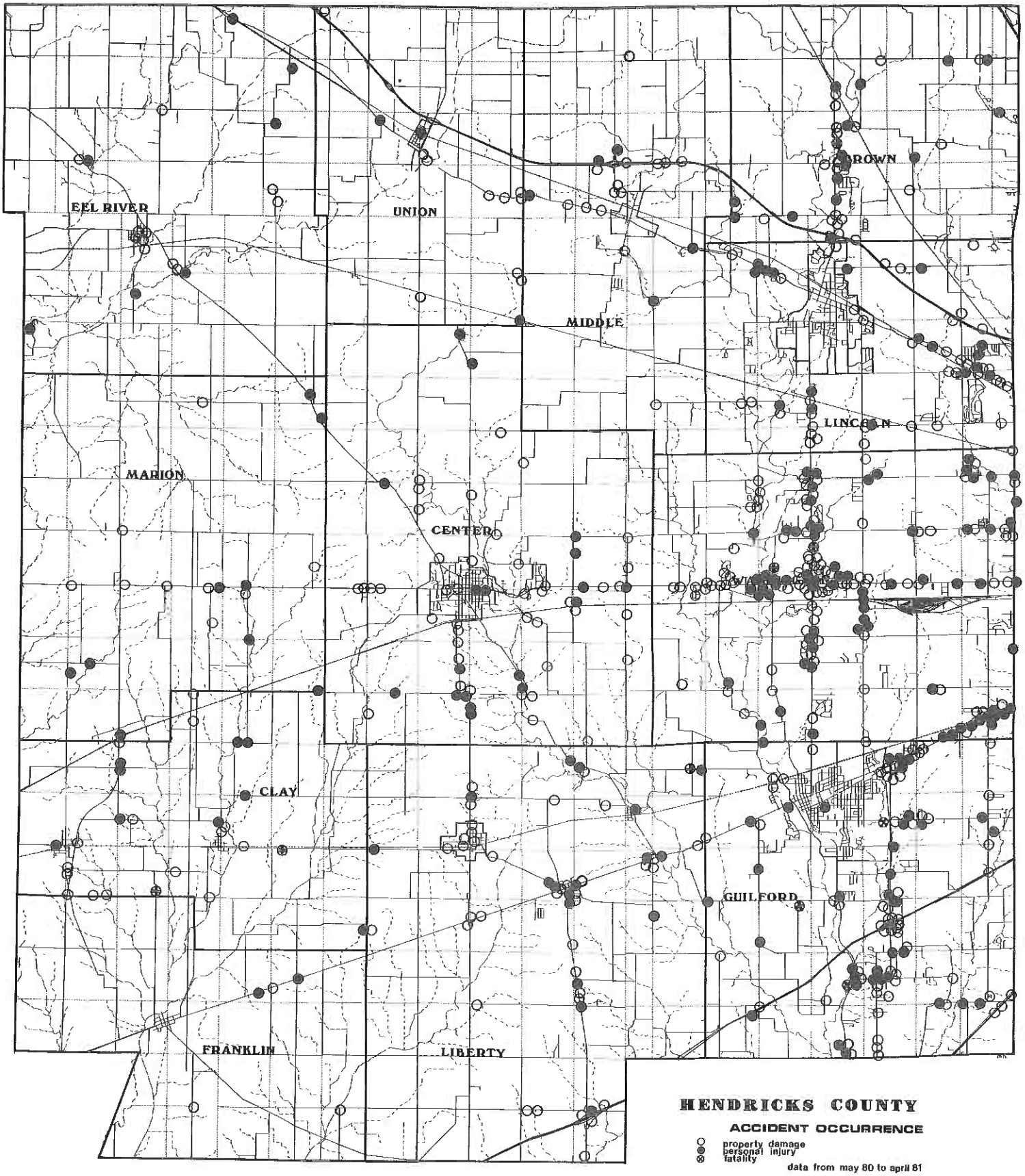
Hendricks County has a program to replace bridges based on its sufficiency rating and the traffic need. Bridge replacement suffers the same funding problem as roads because federal aid on bridges is also tied to the federal aid system. In addition, funding is further complicated by a frozen tax levy which, to date, has prevented raising the county accumulative bridge fund to a level sufficient to overcome the loss of federal funding. A solution to the funding problem must be reached if both bridges and roads are to be updated and maintained to meet future needs.

Map 7B shows the traffic accidents reported to the Hendricks County Sheriff's Office from May, 1980 through April, 1981. Study of this map reveals several areas of concern. There are several high accident areas and also some road types that are condusive to accidents. The intersection at Avon of US 36 and SR 267 is a high risk area, as is US 36 both east and west of this intersection and SR 267 north of this

Map 8A
Bridge Inventory



Map 8B
Accident Occurence



Rural Road Classification System:

The National Highway Needs Study designated five classifications for rural areas. These are: interstate, rural principle arterial, rural minor arterials, rural major collector and rural minor collector.

Interstate highways form a nationwide road system connecting cities of 75,000 population. Because of the close proximity of Indianapolis, Hendricks County is crossed by three interstates: I-70, I-74 and I-65, with direct access to both I-70 and I-74 within the County.

There are no rural principle arterial roads in Hendricks County.

Rural minor arterials are defined as roads which:

1. Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel of similarly long distances) and form an integrated network providing interstate and intercounty service.
2. Serve all, or virtually all, urban areas with a population of 5,000 or more. The system serves an urban area if it either enters or is located within two miles of the urban boundary.
3. Be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a resonable distance of an arterial highway.
4. Provide service to corridors with trip length and travel density greater than those predominantly served by rural collector or local systems. Minor arterials, therefore, constitute routes whose design should be expected to provide for relatively high overall travel speeds with minimum interference to through movement.
5. Principle, plus minor, arterial systems should contain 6-12 percent of total rural miles, with most states falling in 7-10 percent range.

US 36, SR 267 and SR 67 were designated as minor arterial roads by previous studies. Hendricks-Marion County Line Road (Raceway Road) from CR 600N to US 40 and CR 800E are recommended to be classified minor arterial roads.

Hendricks County and Marion County have been cooperating in efforts to secure a full interchange at I-74 and County Line Road. If successful, and if Marion County is successful in obtaining an interchange at I-70 and Bridgeport Road, the Hendricks-Marion County Line Road becomes an intergral part of connective link between I-70 and I-74.

SR 267 is lined by development. The intersection of SR 267 and US 36 is a high accident area. The State Road currently runs through both Plainfield and Brownsburg. The intersection of US 136 and SR 267 has generated severe traffic problems for the town of Brownsburg. Considering these conditions, improving SR 267 to the extent necessary to meet future needs is impractical. CR 800E (Dan Jones Road), particularly with a bypass around Brownsburg, can serve as well or better than SR 267 as a connector between Plainfield and Brownsburg. Travel from I-74 and I-70 using CR 800E, the Brownsburg bypass and New SR 267 would reduce through traffic in both Brownsburg and Plainfield.

Rural major collector roads will:

1. Serve all, or virtually all population centers of 1,000 and over population, as well to provide service to any county seat not on an arterial route, and to other traffic generators of intracounty importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc.
2. Link above places with nearby larger towns or cities or with routes of higher classification.
3. Serve the most important intracounty travel corridors.

US 136, US 40, SR 39, SR 236 and SR 75 were classified as major collector roads by previous studies. Parts of CR 100N, CR 600N and CR 1000N should be added.

At the present time, CR 100N (Tenth Street) has a full interchange where it crosses I-465. Marion County has designated Tenth Street as a primary arterial street with

plans now underway to expand it to four lanes. Hendricks County has plans to improve Tenth Street (CR 100N) by replacing the bridge over White Lick Creek. With the bridge project, the County Highway Department will be relocating CR 100N north of the current alignment in the vicinity of the old bridge. By moving the road and bridge north, a series of right angle turns that make up the western approach of the existing bridge will be eliminated. To better serve the population in Washington Township and Center Township, CR 100E should be extended south to tie into US 36 at the eastern part of Danville which would allow CR 100N to become a major collector by continuing CR 100N west to tie into the CR 100E extension.

Fifty-sixth Street (CR 600N) currently has a "half" interchange at I-465 which Marion County plans to expand to a full interchange. This interchange, coupled with the possible interchange at I-74 and Raceway Road, makes CR 600N a major collector providing direct access from northern Brownsburg to I-465 and from residential developments in Brown Township to Brownsburg as well as both interstates.

CR 1000N or 86th Street is classified as a primary arterial street by Marion County and has a full interchange at I-465. It is used by the residents north of Pittsboro and Lizton to reach the north side of Marion County, making it a major collector from SR 39 eastward into Marion County.

Rural Minor Collector roads:

1. Should be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.
2. Provide service to the remaining smaller communities.
3. Link the locally important traffic generators with their rural hinterland. Major, plus minor collectors, should contain 20-25% of total rural miles.

Rural minor collectors are predominantly county roads and include parts of CR 100E, CR 500N, CR 200S, CR 500S, Tudor Road, Cartersburg Road and others.

Any county road classified in one of the above classifications should be included in the F.A.S. System.

The remaining roads in the county can be classified as Rural Local Roads. They provide access to adjacent lands, are traveled on for only short distances as compared with those roads designated as major or minor collectors. Roads in this category should constitute 65 to 75 percent of the total roadway in the county.

Subdivision roads provide access to lots within subdivisions. These roads are constructed by developers and are generally dedicated to the County for maintenance. The Subdivision Control Ordinance provides the design and contruction standards for subdivision roads.

Areas of Special Consideration:

Unlike the 1961 Master Thoroughfare Plan, this Plan proposes very few road relocations. From a safety standpoint, sharp turns, narrow bridges, jogs and obstacles should be eliminated on all county roads whenever possible. In addition, certain relocations and improvements warrant special consideration in order to meet future needs. Coordination with development and governmental units may be necessary to accomplish these improvements.

CR 1000N, at present, jogs sharply north to CR 1025N, just east of CR 275E. Traffic turns south from CR 1025N on CR 150E to CR 975N for a direct route to SR 39. These jogs should be removed to achieve proper road alignment to anticipated traffic volume.

Traffic west of Brownsburg trying to go to the north of Brownsburg or gain access to I-74 travels through the middle of town, adding to the congestion at the intersection of US 136 and SR 267. The Brownsburg Town Board has recognized the need for another route west of Brownsburg to relieve the congestion. A bridge over I-74 at CR 700N would

help provide this route. As Brownsburg expands, this route will become more critical.

In order to eliminate north/south traffic congestion in Brownsburg, a bypass around the northeastern side of Brownsburg from SR 267 to CR 800E should be constructed. Efforts should be coordinated with the Brownsburg Town Board and County Officials. The northern end of this bypass has already been planned through a new shopping center.

The interchange at I-74 and Raceway Road should be pursued with Marion County and the Indiana State Highway Commission.

The Indiana State Highway Commission has purchased right-of-way in anticipation of rerouting US 36 between Avon and Danville. This rerouting will be south of the present location and will result in a limited access four lane highway running from I-465 to the east edge of Danville. A bypass around Danville would reroute most of the traffic now causing congestion in Danville. At first glance, the most obvious location for the bypass would be around the south side of town. However, the railroad, a historical building and terrain features complicate that bypass. Cooperation with the Indiana Highway Commission in planning and construction of the bypass is necessary to avoid a severe bottleneck in Danville.

CR 100N and CR 100E are both straight roads that handle, or could handle, large volumes of traffic, except for areas close to Danville. Within the Danville area, both of these roads curve sharply with limited sight distance. As previously discussed, CR 100E should be extended straight south and tied into US 36 and CR 100N should be extended straight west to tie into extended CR 100E.

Standards and Recommendations:

Technical standards for the street design will not be detailed within this Comprehensive Plan but rather will be covered within the Subdivision Control Ordinance and amended based on changing engineering technology. However, general

specifications, such as right-of-way widths, will be included within this section in order for all those involved to prepare long range plans, programs and improvements with some degree of consistency.

The right-of-way widths for rural roads shall be as follows:

Classification	Right-of-way Widths
1) Interstate	Established by State
2) Rural minor arterial roads	100'
3) Rural major collector roads	80'
4) Rural minor collector roads	70'
5) Rural local roads	60'
6) Subdivision roads	50'

It is imperative that the federal aid secondary system be updated to match this classification system in order to fund necessary improvements and to provide additional bridge funding so that bridges can be reconstructed to handle the increasing traffic load.

The classification for each road is designated on Map 7C. A large Thoroughfare Plan Map is also included in the pocket found in the back of this Plan.

URBAN STREET CLASSIFICATION SYSTEM

The National Highway Needs Study designated four classifications for urban streets. These are: principal arterial streets, minor arterial streets, collector streets, and local streets.

Principal arterial streets are those that provide connecting lines between roads classified as interstate, rural principal arterial roads, rural minor arterial roads or other connecting lines. Principal arterial streets can be stratified into interstates, freeways and expressways and other principal arterial streets. Principal arterial

streets should carry through traffic, the majority of traffic entering or leaving an urban area and intra-area traffic, such as between central business districts and outlying residential areas or between major suburban centers.

Minor arterial streets should interconnect with or augment to the principal arterial streets, providing access between "neighborhoods" without actually penetrating them.

Collector streets provide access from local streets to the arterial streets.

Local streets provide access to adjacent land and include all streets not classified as arterial or collector streets.

BUS SERVICE

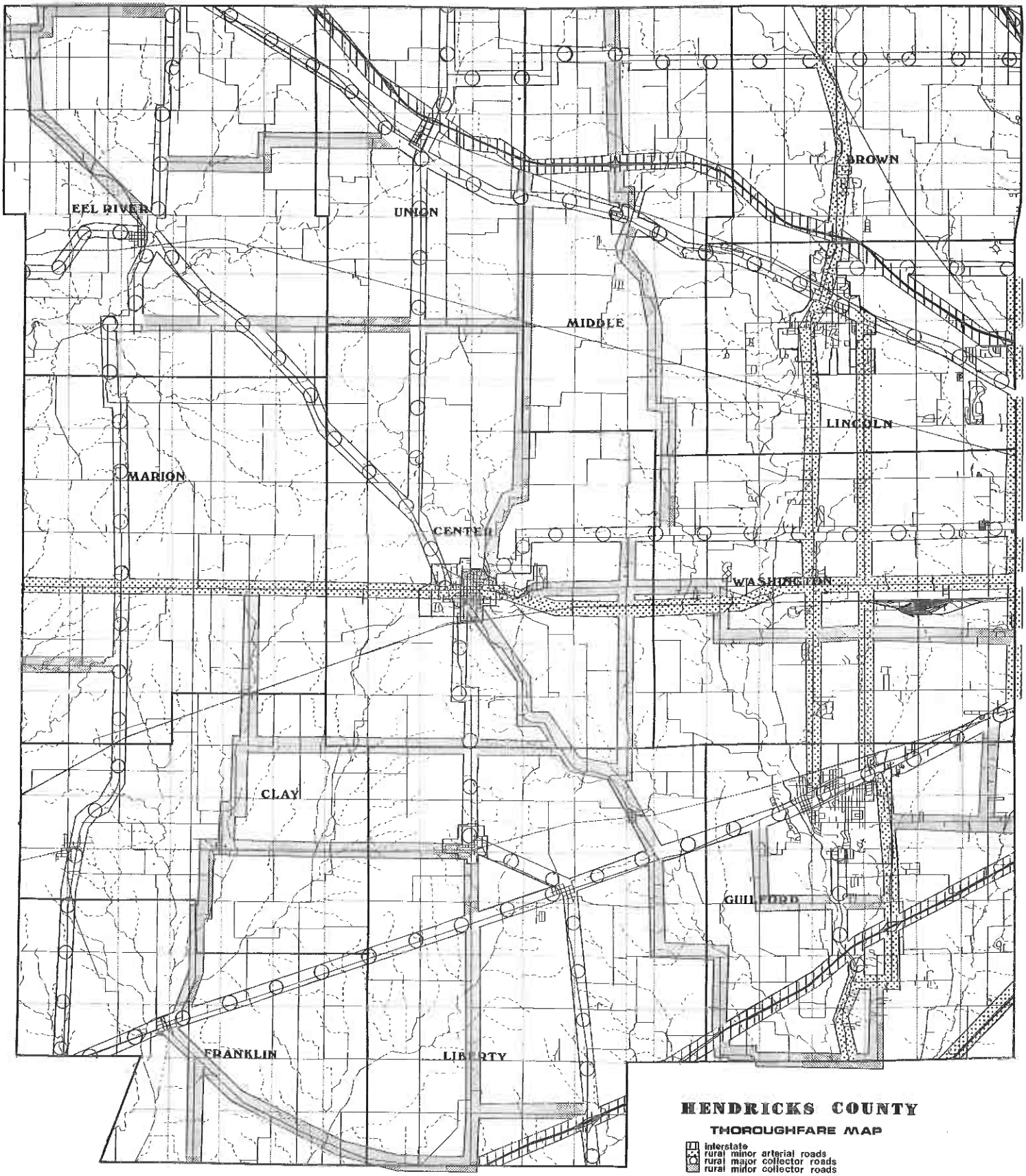
Currently, there are four carriers providing bus service through Hendricks County. These are: Greyhound, Trailways, I-V Coaches, Inc., and Illini Swallow.

Greyhound provides two buses daily each way along US 40 on an Indianapolis-St. Louis, MO route. There are no scheduled stops along this route within Hendricks County but passengers will be picked up or discharged anywhere along the route. Greyhound also operates 9 buses daily each way along I-70 on an Indianapolis-St. Louis, MO route.

Trailways operates 1 bus daily each way along I-70 on an Indianapolis-Terre Haute route. There are no scheduled stops within Hendricks County but passengers will be picked up and discharged along the route. It is not specified how this is done along the interstate. Trailways also operates 3 buses daily each way on and Indianapolis-St. Louis, MO route with no stops, pick ups or discharges within Hendricks County.

I-V Coaches, Inc. runs 1 bus daily each way along US 136 on an Indianapolis-Peoria, IL route. These buses stop in Brownsburg, Pittsboro and Lizton and will pick up and discharge passengers along the roadway. Illini Swallow also operates buses daily each way on I-74 on an Indianapolis-Peoria, IL route.

Map 8C
Thoroughfare Map



Utilization of bus service has been decreasing for several years. The Hendricks County Transportation Study, prepared by Metropolitan Planners, Inc. in August of 1972, reported 26 buses operated by Indianapolis Transit, Inc., now "Metro", that ran daily to Danville and Plainfield. All of this service has been eliminated. With the dispersion of industry, offices and stores from the downtown area coupled with the convenience of the automobile, most people do not ride buses. Until the cost of owning and operating an automobile increases drastically and/or service is quick, inexpensive and convenient, bus service, or any mass transit system, will not be successful within Hendricks County.

RAILROADS

At present, two railroads have tracks crossing Hendricks County, Consolidated Rail Corporation (Conrail) and the Chessie System (formerly the B & O Railroad).

Conrail has two active lines running through Hendricks County. The main route runs through Danville and the Big Four Freight Yard east of Avon. This is a double track and carries seven freight and one mail train each way daily on the Indianapolis-East St. Lous, MO run. There are no stops on any of these runs. The track through Brownsburg, Pittsboro and Lizton carries an Amtrack passenger train one way each day on the Indianapolis-Crawfordsville run with no stops in Hendricks County. This track is also used for freight trains but not on a daily basis. Conrail had a third tract running through Plainfield, Clayton, Amo and Coatesville. Conrail abandoned this line in 1982.

The Chessie System has one line running through Maplewood and North Salem in Hendricks County. They operate one or two trains each way daily on the Indianapolis-Springfield, IL run. There are no scheduled stops but they do occasionally stop at the grain elevator in North Salem.

The number of trains through Hendricks County has been declining in the last several years. In 1972, according to the Metropolitan Planners, Inc., there were 31 Penn Central (now Conrail) trains daily each way, compared to nine or ten trains now. With the possible exception of some future large industry and some of the present grain elevators, direct rail service for Hendricks County business is nonexistent. Escalating cost for the trucking industry may make rail service more practical, especially with federal subsidy. It is highly unlikely that economic conditions will change to the point that railroads will return to maintaining depots in every small town with regularly scheduled stops for freight and passengers. If current trends continue, it will be more likely that the railroads will become more heavily dependent on the trucking industry for their existence, using systems similar to the piggyback system for efficient transportation of freight.

AIRPORTS

There are two airports within Hendricks County, the Brownsburg Airport (private) located on CR 400N and the Speedway Airport (public) located on CR 900E, as well as several individual private landing strips. In addition, there are several airports located reasonably close by in other counties. These are the Kelly Field (private) in Mooresville, Greencastle Putnam County Airport (public) in Greencastle, Boone County Airport (private) in Lebanon, Eagle Creek Airport (public) in Indianapolis and Indianapolis International Airport (public and commercial) in Indianapolis.

Speedway Airport, owned by the Indianapolis Airport Authority, is expected to be phased out because of conflicting flight patterns with Indianapolis International.

Since Brownsburg Airport is not under control of the Indianapolis Airport Authority, it cannot be easily phased out, even though it also has some conflicting flight patterns. However, the municipality of Brownsburg adjoins the airport on three sides with residential development creeping closer and closer, making expansion of the existing facilities more difficult. This also increases the land values of the airport, making the likelihood of the airport becoming a commercial or residential development more realistic.

Indianapolis International Airport has more affect on Hendricks County than any other airport for many reasons. The Indianapolis Airport Authority is planning for the orderly growth of Indianapolis International and smaller general aviation airports within the Metropolitan area and has prepared the Metropolitan Airport System Plan and the Airport Vicinity Plan.

The Metropolitan Airport System Plan was prepared by Arnold Thompson Associates, Inc. in September of 1975 under the guidance of the Aeronautics Commission of Indiana, the Indianapolis Airport Authority and the Division of Metropolitan Development. It recommends, for Hendricks County, that the Speedway Airport be phased out and a new, larger facility be built in the Danville-Plainfield area. This new facility would not be in conflict with Indianapolis International flight patterns and would handle general aviation traffic for Hendricks County and western Marion County.

The Airport Vicinity Plan was prepared by the Department of Metropolitan Development in August of 1978 as a part of the Comprehensive Plan for Marion County. Included within the study area were those parts of Guilford and Washington Townships in Hendricks County lying east of New SR 267 and south of US 36. This plan recognized the possibility of relocating the terminal to the southwest corner of the airport property and recommended that:

1) An interchange be constructed at I-70 and Bridgeport Road.

2) Zone approximately three square miles of Guilford Township as agricultural due to noise levels.

3) Zone several minor areas commercial.

4) Zone the area around the Big Four Yards industrial.

5) Zone the small area between US 40 and the railroad north as "Low Density Urban" residential housing (3 to 4 units per acre).

6) Zone the remainder of Hendricks County within the study area as "Suburban" (1 to 2 units per acre) with certain areas further restricted by noise proofing requirements.

While the Vicinity Plan recommendations would be helpful to protect the Indianapolis International Airport from noise complaints that are created by having houses next to an airport, it may not be in the best interest of the affected area within Hendricks County to be zoned Agricultural. Unlike a prime agricultural zoning classification, which reflects conservation of farmland, the purpose of the airport agricultural district would be to zone out housing. Zoning an area of Guilford Township for agriculture would not correspond to the existing development trends in the township nor would it fit the agricultural preservation recommendations contained in the Comprehensive Plan. Also, there would be the legal question of adverse condemnation by taking away the development rights of the property owners within the affected area. However, the existence of Indianapolis Internationl Airport is real and continued expansion of the airport will occur. There is a great deal of conflict between housing and the noise associated with a major airport. For this reason, it is not logical to build more housing units next to the Indianapolis International Airport to compound an existing problem. Using zoning regulations to resolve the conflicting interests between the airport and the Guilford Township property owners is an extremely difficult, if not impossible,

solution to the problem. Other alternatives, such as the purchasing of development rights, need to be explored in order to resolve the airport and residential land use conflict.

The Metropolitan Airport System Plan recommends the establishment of a general aviation airport in the Danville area of Hendricks County. Due to increases in general aviation traffic at Indianapolis International Airport, it is projected that six general aviation airports need to be in service within the Indianapolis metropolitan area. These airports would reduce the general aviation traffic into and out of Indianapolis International and thereby leaves Indianapolis International for commercial aviation. It is further recommended that Hendricks County form an airport authority to construct the general aviation airport. Such an authority is an independent taxing unit of local government and for that reason, Hendricks County officials are reluctant to establish the authority. There is a great need for an impartial feasibility study to determine the need and the cost of establishing a general aviation airport within Hendricks County.

LAND USE PLAN

INTRODUCTION

Hendricks County is still a predominantly rural county and it is anticipated that the agricultural character will remain. Hendricks County is, however, undergoing change. Since 1950, there has been an increase of suburban residents. The physical development of the County reflects this by the residential development that has occurred on the eastern one third of the County. This physical change and the accompanying social, economic and political changes provide the catalyst for preparation of this Comprehensive Plan.

The 1960 population of Hendricks County was 40,896 persons. By 1980, the County population had reached 69,804 and it is projected that the population will be 103,159 persons by the year 2000. Nearly 60 percent of the labor force of the County presently commutes to Marion County and this trend is expected to continue. The life style of the new suburban resident is different from the agricultural community that existed before the suburbanization of Hendricks County occurred. The new residents desire to live in a rural setting, yet retain close proximity to Indianapolis for employment, major shopping, culture and recreational activities.

Growth does not only bring physical change, it also brings social, economic and political change. Growth is most often perceived positive while recession or decline is perceived as negative. Growth can be undesirable. For example, an increase in population will require an increase in government. Additional people will require more schools, more police service, additional building inspectors, highway improvements, and fire protection. These additional services will require more tax dollars. Growth is a complex phenomenon which has far reaching positive and negative effects.

This Comprehensive Plan provides concepts and principles to guide future growth of Hendricks County. By adopting this guide, the welfare of the current and future residents can be maintained and improved. Comprehensive plans are not legal documents in the same sense as a subdivision or zoning ordinance. A comprehensive plan is largely recommendations which provide the framework for decisions to be made about the growth of a community. A community must clearly recognize that many factors will determine the future growth pattern within a community. A comprehensive plan is a guide which is to assist in the orderly development of a community.

The following land use plan is a guide to help determine the location of different land uses within the County. Principally, the direction given by a land use plan will be implemented through the adoption of a subsequent zoning ordinance. The land use plan is a guide and the zoning ordinance is an implementation tool.

Everyone expects the County to continue developing: more people, more buildings and, hopefully, more communities where people enjoy living, working and shopping. Planning and land use regulations must guide and foster development and not prevent it. Unfortunately, many people think of zoning only as a device to prevent change. People usually choose their homes because they like the surroundings. After a person determines the home site, the resident looks to zoning to help keep out gas stations, apartments or just to keep a lot of homes from the surrounding area. It is understandable, and usually desirable, that people feel this way and protection of existing development is unquestionably one of the key zoning objectives.

Land use controls must reconcile the need to protect the existing development with the need to provide for new development. Although it is difficult to reconcile these needs, they must somehow be reconciled. In the long run, the major pressure for new development will be satisfied. Zoning out development will not work if there is no appropriate location for development to occur. It is not enough to demand that zoning protect "my area" and to conceed that development is all right as long as it is "somewhere else". The County's duties to locate development "somewhere else" and to assure that the needs for development can be satisfied are just as important as its duty to protect built-up areas.

Land use controls within Hendricks County are not intended to replace the market decisions made by private developers, homebuyers, corporations, institutions and others. It is true that there are defects in the workings of the market. Nevertheless, it is necessary to stress that public planning and regulation do not replace the market process. Therefore, the plans and regulations will be influenced by market forces. The Hendricks County Plan Commission recognizes that many factors will determine the future physical development of Hendricks County. This Plan cannot be imposed by mandate.

The following land use plan is written for each of the twelve townships within Hendricks County. These land use plans discuss the critical areas of development in each of the townships. These critical growth areas are important in the planning process for the community because these areas will be where development will occur.

BROWN TOWNSHIP

Brown Township is located in the northeast corner of Hendricks County. Boone County adjoins Brown Township to the north and Marion County adjoins it to the east. Agriculture is the principle land use in Brown Township and its dominance will continue for the next twenty years and longer. The

second principle land use will be the development of single family suburban homes scattered throughout the township. This scattered development pattern increases the cost of providing services such as sewer, water electricity, transportation and schools. However, the desire by people to live in the Brown Township area will create the market forces that will perpetuate this suburban growth. A critical area of development for Brown Township will be the interchange located at I-74 and SR 267. This area is immediately north of the Town of Brownsburg. Development around this interchange should be held for commercial, including shopping centers, or light industrial. Brownsburg has currently allowed the extension of sewer and water services for a new shopping center located on the south side of I-74 and the east side of SR 267. Sewer services should be extended under the interstate to the north side of I-74. This will aid in attracting commercial development and will help insure that the area is not developed prematurely with scattered single family residential housing. The encroachment of more single family dwellings in this interchange area could effectively block a desirable location for commercial or light industrial development.

Strip commercial development has occurred north from Brownsburg along SR 267 to I-74. This strip commercial development should not continue beyond CR 700N in Brown Township. North of CR 700N is an area of single family development that should be protected from commercial encroachment. Too much commercial strip development will lead to an unsitely development pattern along SR 267 and will damage the existing residential character of this area.

Another critical development area is the eastern one fifth of Brown Township. Eagle Creek reservoir in Marion County is located immediately east of Brown Township line. The reservoir provides a source of drinking water for the city of Indianapolis. Rain water run-off from the eastern area of Brown Township makes up a portion of the water shed for

the Eagle Creek Reservoir. Aesthetic and recreational attractiveness of the reservoir has created a desirable area for residential development. Currently, a portion of the residential development within the water shed area utilizes septic systems for waste disposal. Utilization of septic systems within the area are found both in Hendricks and Marion Counties. Marion County has extended municipal-type sewer services to certain areas next to the Eagle Creek reservoir. The most feasible way of providing municipal-type sewer services within Hendricks County is the extension of Marion County sewer lines. The development policies of Indianapolis is not to allow sewer services outside of Marion County. While this policy may impede suburbanization outside of Marion County, it may also impede the orderly growth of the reservoir area. Marion and Hendricks Counties should work together in order to establish a development plan for the reservoir area. Hendricks County must continue strict on-site sewage disposal regulations to protect the reservoir area from pollution that failing septic systems may cause. High density, residential and commercial development cannot be permitted within the Hendricks County area next to the Eagle Creek water shed area without municipal-type sewage disposal.

LINCOLN TOWNSHIP

Lincoln Township, located immediately south of Brown Township, is another Hendricks County township heavily influenced by its proximity to Marion County. The town of Brownsburg has provided the main nucleus of urban development within this township.

The critical area of development at the interchange of I-74 and SR 267 within Brown Township is of great importance to the future development of Brownsburg and Lincoln Township. The area next to the interchange should be developed

commercially. Within the transportation section of this Comprehensive Plan, it is recommended that a new road be constructed to link the I-74 and SR 267 interchange with CR 800E. This new road would form somewhat of a northeastern bypass around Brownsburg. Land use along the proposed route should be held for industrial development. This industrial area would be bordered to the north by I-74 and to the south by the Penn Central Railroad. With the extension of CR 800E to SR 267, a good transportation system would be provided for industrial development. Continued encorachment of single family development within this area will destroy the industrial potential offered to the Brownsburg area. Due to the inadequacy of transportation facilities, other areas within the immediate area of Brownsburg are not well suited for industrial development.

Another area which will continue the current commercial and industrial land use will be the area occupied by the Indianapolis Raceway Park and the Clermont Gas Bulk Storage Tank Farm. These commercial activities have established the commercial land use within the area and will continue to influence development within the eastern Lincoln Township area.

State Road 136 runs diagonally across Lincoln Township. From Brownsburg to Clermont, a town within Marion County, commercial development has occurred along either side of SR 136. Because of these past trends, reversing the commercial strip development becomes difficult. West of Brownsburg this commercial trend does not exist. Any commercial development west of Brownsburg on SR 136 should be within a planned development and all scattered strip commercial development should be prohibited.

Land use along SR 267 south of Brownsburg is principally residential. There will be a great need for some commercial retail-type commercial area on the south side of Brownsburg.

However, commercial development should not be permitted south of the Baltimore and Ohio Railroad lines. A conscious effort needs to be made by county government to prohibit strip development beyond this railroad line which would conflict with the existing residential character along SR 267.

Residential development around the Town of Brownsburg utilizing septic systems or sewage disposals generates a problem for the expansion of the town. Future residential development within the immediate area of Brownsburg should utilize municipal-type sewage disposal facilities such as package treatment plants or should not be developed until the Town of Brownsburg can extend sewer services to the land. The Town of Brownsburg must pursue a more aggressive expansion of their treatment facility if they desire the orderly development of their town.

Within the transportation plan, CR 800E is designated as a principle thoroughfare linking Brownsburg to Plainfield. While it is anticipated and desirable to have commercial areas at primary intersections along CR 800E, such as SR 136 and US 36, the entire CR 800E should not be allowed to develop commercially as other state highways have within Lincoln Township. Therefore, any commercial development along CR 800E should be clustered around major intersections and not permitted to be strip developed.

WASHINGTON TOWNSHIP

The existing development pattern of Washington Township is very unique within the eight county regional area of Indianapolis. It is one of the fastest growing townships in population but it does not have an incorporated community to provide the center for this development. The major land use for Washington Township will remain agricultural. Dominance of agriculture is found within all twelve townships of Hendricks County and this will not change during the next twenty years. However, Washington Township and the other three

eastern townships, Brown, Lincoln and Guilford, will have the majority of urban development within the County.

Residential development patterns within the township will continue their existing random patterns throughout the township with the exception of residential development along White Lick Creek. There is a tendency for the development in Washington Township and eastern Hendricks County to concentrate next to White Lick Creek corridor. Reasons for the development next to White Lick Creek are both natural and man-made. The natural characteristics are the wooded areas next to White Lick Creek. The man-made causes for development in this area stem from governmental regulations. The Hendricks County Subdivision Control Ordinance requires the developer to seek natural drainage outlets to accomodate the storm sewer run-off from their subdivision projects. White Lick Creek provides a major outlet for the new subdivision drainage systems. In the community facilities planning section of this Comprehensive Plan, it is recommended that package treatment plants could be an alternative waste disposal method to septic systems. If this planning recommendations is implemented, the desirability of the land next to White Lick Creek will increase due to the availability of an outlet for package treatment plant discharge.

Industrial development in Washington Township has occurred on property adjoining Conrail Railway Yards. This industrial development is seen as a logical occurrance and one which is necessary for the future growth of Washington Township. Currently, the western boundary for the industrial development within this area is CR 800E, with the eastern boundary being County Line Road. Access for this industrial area is from US 36. Unfortunately, over the years, this area has had some housing development occur. Ideally, it would be desirable to relocate the housing out of this area. Practically, strong setback requirements and screening provisions should be made in order to buffer the industrial use from the existing homes within this area.

On the north side of US 36, within this same industrial growth area, is a critical area of residential development. Currently, the area on the north side of US 36 from CR 800E to CR 1050E is used solely for residential purposes. The attractiveness of US 36 will cause increased pressure to change the residential character of this area to commercial. However, the residential character of the area is currently strong and is continuing to develop. It is necessary that the Hendricks County government take steps to preserve this residential character. The intersection of CR 800E and US 36 will become the exception to this residential development. Because CR 800E is classified as a primary thoroughfare, and is anticipated to be a major north/south linkage between Brownsburg and Plainfield, the pressure to establish this as a commercial area will prevent it from being maintained as residential. Along US 36, between CR 1050E and Raceway Road, the land use is currently commercial. This trend is impossible to reverse. The area, principally between CR 1050E and CR 800E, should be protected for residential uses and prohibit the encroachment of commercial uses within this area along the north side of US 36. The exception to this recommendation would be the intersection of US 36 and SR 267.

Strip commercial development has already occurred along both sides of US 40 in the southeast corner of Washington Township. This past commercial trend is strong and strip development will continue from Indianapolis to Plainfield on US 40.

US 36 is scheduled for improvement through relocation during the mid-1980s. This project will start just west of SR 267 and will utilize the current alignment of US 36 until ½ mile east of CR 525E at which point the road will turn south until it reaches the Conrail right-of-way. Once US 36 adjoins the Conrail right-of-way it will parallel the railroad until it reaches the eastern edge of Danville.

This relocation will create potential commercial development areas at the intersections of CR 525E and CR 400E in Washington Township. The relocated sections of US 36 will be limited access and this will add to the commercial development pressures at the intersections. These intersection areas should be allowed to develop commercially, provided consideration is given to adjoining residential property owners.

Old US 36, from the realignment point to Danville, should be allowed to develop commercially. Given the existing strip development that has occurred within this area, reversing this trend will be impractical.

GUILFORD TOWNSHIP

Guilford Township is the fourth township in the eastern corridor of Hendricks County that is heavily influenced by suburbanization from Marion County. The nucleus for development in Guilford Township is the Town of Plainfield. The 1980 census counted 9,191 persons in the Town of Plainfield which classifies it as the largest community within Hendricks County. The critical areas of development in Guilford Township and around the Town of Plainfield are as follows.

The critical area of commercial, and potentially industrial, development for the Guilford Township area is along New SR 267 from US 40 to and including the interchange at New SR 267 and I-70. Currently, there are some highway-type service facilities at the interchange of I-70 and New SR 267, such as gasoline stations. The majority of land surrounding the interchange at SR 267 and I-70 is not developed and offers a good location for industrial and commercial growth from Plainfield. It is important for Hendricks County and the community of Plainfield to coordinate the development of this interchange area and the development along New SR 267.

Another area of commercial concern is along US 40, running from Plainfield to Indianapolis. US 40, also named Washington Street, has had commercial development stripped off along either side of the highway for years. This area is somewhat of a blighted area in that most businesses have been in existence for a number of years and many of the highway-type service businesses have been damaged by the construction of I-70. Among these types of businesses that have been damaged by the construction of the interstate include restaurant and hotel facilities. It is anticipated that in the future, the County may need to seek some type of renewal or redevelopment program for this area, given its existing characteristics.

A potential industrial site for development next to the Town of Plainfield is north of the old Penn Central Railroad on either side of Carr Road. A majority of property on the south side of Penn Central Railroad, between Carr and Dan Jones Roads and north of US 40, is currently owned by Public Service Indiana. Public Service is the largest employer within Hendricks County and has a beneficial affect on the development of the Town of Plainfield. Currently, the area north of PSI is undergoing some industrial development. Given the surrounding uses and the availability of sewer and water to this site, industrial development is desirable. Some attention will have to be paid to the upgrading of Carr Road to provide access from this industrial site to US 40 and New SR 267. The County should avoid placement of any additional residential units within this area which would conflict with this industrial development.

An area of critical residential development within the Guilford Township area is along Old SR 267, south of I-70. White Lick Creek runs parallel to Old SR 267 in this area and has created a very scenic and desirable area for single family residential development. Also, the area along White Lick Creek has been extensively mined for sand and gravel. The sand and gravel operations have not done a very good job of reclamation of the land. However, the mining operations have created a series of very attractive lakes along SR 267.

With greater attention to the reclamation of these old gravel mines, the future recreational potential of this area is good. The County should avoid any commercial or industrial uses within this area to protect the existing residential characteristics that are currently developing. Because of the existing aesthetic qualities within this area, planned unit developments would be a good development tool to preserve the natural characteristics of the area.

Another critical area of development within Guilford Township is the area adjacent to Indianapolis International Airport. The Master Plan for Indianapolis International Airport calls for the extension of two parallel runways west from the current terminal facilities at the airport. The relocation of the principle runways of Indianapolis International Airport to the west will increase the noise impact in the area of Guilford Township. In 1978, the Indianapolis Airport Authority and the Department of Metropolitan Development prepared an Airport Vicinity Plan. The purpose of the study was to evaluate the relationship of the airport and the expansion of the airport to the surrounding areas. It was recommended within the Vicinity Land Use Plan that the area most severely impacted by the increased noise level, created by relocation of the airport westernly from its current position, should be zoned agriculturally. While having the area in Guilford Township zoned agriculturally would be of great benefit to the airport by reducing conflicting residential uses from occurring to the west of the airport, it would not be consistent with the development patterns within Hendricks County. Other more compatible uses to an airport, such as commercial or industrial development, were ruled out in the Guilford Township area due to the lack of sewer and water availability, transportation problems and the existing residential characteristics of the area. To implement the recommendations contained within the Vicinity Airport Plan would be of great benefit to the airport, but may tend to be adverse taking of property rights from the property owners

within Guilford Township. Conversely, it is important to understand that the airport will have a noise impact within the area of Guilford Township and the continued conversion of this area to single family residences will compound the conflicts. It is recommended that some other type of mechanism be devised, other than zoning, to prevent the construction of houses within this area. To deny all development rights within this area by zoning does not reflect the property right considerations associated with the ownership of land.

Another area of concern for Plainfield and Guilford Township is the property currently owned by the State of Indiana, located to the southwest of Plainfield. Currently, the State uses this property for their youth center, law enforcement academy and diagnostic testing facility for criminals. It is recommended that Hendricks County and Plainfield try to gain further cooperation with the State of Indiana on their plans for this area. The quantity of land in the location of this adjoining Plainfield has a great impact on the future development of this community. It's important that these units of government cooperate in order to prevent future problems that may arise from conflicts between the State plans and the Town plans.

Guilford Township, Washington, Lincoln and Brown Townships, represent the eastern one third of Hendricks County which is subject to the greatest development pressures from the suburbanization that is occurring out of Marion County. The second tier of townships, Union, Middle, Center and Liberty, occupy the middle one third of Hendricks County and are the subject of the following sections.

MIDDLE TOWNSHIP

Middle Township is located to the west of Brown and Lincoln Townships and to the south of Boone County. The nucleus for development within this township is the community of Pittsboro. Pittsboro is located on US 136 and south of

the interchange at I-74 and CR 275E. The interchange at I-74 and CR 275E offers the greatest potential for development within the Middle Township area. The attractiveness of this interchange makes this area a critical development point for Middle Township. It is naturally anticipated that Pittsboro will grow from its current location toward I-74. It is recommended that the County work with Pittsboro to see that this area between Pittsboro and the interchange at I-74 be developed commercially and industrially. Currently, there has not been a lot of residential encroachment in this area and it will be necessary to preserve this area for industrial development. There are some man-made constraints north of Pittsboro which may assist in the preservation of this area for industrial development. There are a number of interstate pipelines intersecting at the north portion of Pittsboro which makes the development of this area difficult. These pipelines may assist the community in assuring that this area is developed industrially.

Another potential growth area for Middle Township is along US 136, which crosses Middle Township and generally parallels I-74. Commercial and industrial strip development along US 136 should be avoided. Any commercial or industrial growth along US 136 should be prevented. Another critical area of concern for Middle Township is the preservation of its agricultural base. While the majority of Hendricks County is predominantly used for agricultural purposes, Middle Township represents a transitional township between the high growth area of eastern Hendricks County and the low growth area of western Hendricks County. It is felt that the preservation of the agricultural base within western Hendricks County is essential for the future development of the community. Eastern Hendricks County affords more than ample space to accomodate the development needs of future growth in the County. It is recommended that the majority of Middle Township be preserved for agricultural purposes.

UNION TOWNSHIP

Union Township adjoins Middle Township immediately to the west. The small town of Lizton provides the focal point for most of the urban development that has occurred within this township. There is an interchange at I-74 and SR 39, just north of Lizton. This interchange is the area of most critical concern to the development of Union Township. Hendricks County should work with the Town of Lizton to insure that commercial and industrial development can occur around this interchange and that the area is not encroached upon by residential development. The remaining portion of Union Township should be preserved for agricultural purposes. The exception to this agricultural preservation would be approximately a one mile radius around Lizton where residential development has already occurred. A certain amount of land around Lizton should be allowed to develop for the expansion but the vast majority of Union Township should be preserved for agricultural activities.

CENTER TOWNSHIP

Center Township occupies the center of Hendricks County and the principle community within the township is Danville. Danville serves as the county seat for Hendricks County and is the third largest community within Hendricks County. Center Township occupies the middle portion of Hendricks County and is somewhat of a transitional township, much like Middle Township, where a portion of the township is subject to the urbanization pressures of eastern Hendricks County and the western part of the township is still predominantly influenced by the agricultural community. The most critical area of concern for Center Township and the Danville community within the next 20 year period will be the development which is likely to occur along the relocation of US 36. As mentioned within the transportation section of this Plan, US 36 is to be relocated in the mid-1980s, south of its

current alignment. This relocation will create a secondary impact by creating the attractiveness for commercial and industrial development along its new alignment. Hendricks County needs to cooperate with the Town of Danville, particularly in the area of CR 200E and the relocated area of US 36, to insure the proper development of this area. While this area should be developed commercially or industrially, it should also be held until Danville can accomodate the development with sewer and water services. The commercial development in Danville is currently extending eastwardly along US 36. It is recommended that this current trend be continued and that the northern part of Danville be preserved for residential development. Currently located to the southeast of Danville on Twin Bridges Road is the Danville Land Fill. Even though the land fill is privately owned, it serves as the only solid waste disposal site within Hendricks County. It is important that the community preserve the integrity of the area around this land fill site in order to have a sanitary land fill available to the residents within Hendricks County. West of Danville, and the western portion of Center Township, is primarily used for agricultural purposes.

LIBERTY TOWNSHIP

Liberty Township is also within the center tier of Hendricks County. Center Township adjoins Liberty Township to the north and Guilford Township adjoins Liberty Township to the east. The principle community within Liberty Township is the town of Clayton. There are also two unincorporated communities in Liberty Township that contain some urban development. These communities are Belleville and Cartersburg. Another unincorporated built-up area of lesser size than Cartersburg and Belleville is the small area entitled Hazelwood.

US 40 cuts across the middle of Liberty Township and has a mixture of commercial and residential development along either side of the road. This strip commercial characteristic is common along US 40 in all townships within Hendricks

County. Within Liberty Township, the commercialization along US 40 is not as extensive as that which has occurred east of Plainfield, from Plainfield to Indianapolis. Given these existing commercial strip development trends, it will be difficult for Hendricks County to reverse this trend through zoning. Therefore, it should be allowed to continue.

Another critical area for development within Liberty Township will be the interchange at I-70 and SR 39. This interstate interchange in Hendricks County is unique in that there are no incorporated communities close to the interchange. Therefore, the extension of any municipal-type sewer or water treatment facilities becomes impossible for this area. Without community services within this area, the practical problem of having any commercial development becomes difficult to overcome. It is expected that this area will grow with some convenience-type commercial uses, such as restaurants, gas stations and truck terminals, but due to the lack of community services, it is not anticipated that this interchange will grow to any great degree.

The community of Belleville, which is located at the intersection of SR 39 and US 40, has some potential for urban development. During the construction season of 1983, it is anticipated that a package treatment plant to treat the waste water generated in the Town of Belleville will be installed. The purpose of this treatment plant is to overcome the severe problems the unincorporated Town of Belleville has with septic systems. The secondary effect of constructing this package treatment plant will be the attractiveness of having some urban development occurring within the community area.

Clayton is the only incorporated town within Liberty Township. The community has a waste water treatment facility. It is apparent, though, that waste water treatment facilities are not significant enough reason to attract urban development. In fact, from 1970 to 1980, the Town of Clayton lost population.

In 1970, the population of Clayton was 736 persons and in 1980, it dropped to 703 persons. Because of the lack of development within Clayton, it may be overoptimistic to predict that Belleville will expand with any significant urban development after completion of its treatment facility.

Again, the western part of Liberty Township, as in Center Township, is close to the area which is classified as prime agricultural. There are some very unique agricultural lands to the southwest of Clayton which should be preserved for agricultural uses. A very unique, natural geologic condition exists within this area which is identified by the Hendricks County Soil Survey as lakebed soils. These lakebed soils were formerly glacier lakes. Characteristics of this area are very flat with a great deal of organic material contained within the soil. It makes extremely excellent conditions for farming activities. This unique area should be preserved for agricultural activities.

The western most tier of Hendricks County is predominantly used for agricultural purposes. This area of Hendricks County is least affected by the suburbanization that is occurring in the western part of Hendricks County. It is recommended that this area of the County, for the next 20 years, be held for agricultural purposes. The western four townships, which are primarily used for agricultural purposes, are Eel River, Marion, Clay and Franklin Townships.

EEL RIVER TOWNSHIP

Eel River Township is located in the very northwest corner of Hendricks County. Boone County borders Eel River Township to the north and Putnam County borders it to the west. The incorporated community within this township is North Salem. The critical urban development area seen within Eel River Township would be the North Salem town area. Again, North Salem is similar to other small towns in the western part of Hendricks County and for the last few years it has been

stable in its development. As with Clayton, North Salem has lost population over the ten year period from 1970 to 1980. The population of North Salem in 1970 was 601 persons and by 1980, it had dropped to 581. Other than the area around North Salem, it is strongly recommended that Eel River Township be principally used for agricultural purposes and the County try to restrict the encroachment of any other urban development within this township.

MARION TOWNSHIP

Marion Township, immediately south of Eel River Township, has no incorporated communities contained within its boundaries. There is a small built-up area at the intersection of SR 75 and US 36 entitled New Winchester. The New Winchester area generally provides a service for the agricultural support services. US 36 traverses across Marion Township and offers a potential critical growth area for strip commercial development. Currently, there is no significant commercial development from Danville along US 36 through Marion Township. The County should prevent any commercial development occurring along US 36, except in the area of New Winchester.

CLAY TOWNSHIP

Clay Township is located immediately south of Marion Township and is bordered to the east by Liberty Township. The two incorporated towns, Amo and Coatesville, occupy the middle portion of this township. While the characteristics of Coatesville and Amo are similar to Clayton and North Salem, both communities have experienced some growth within the last ten year period. Urban development within Clay Township should be concentrated in the area of Coatesville and Amo and should not be allowed to sprawl throughout the township.

FRANKLIN TOWNSHIP

Franklin Township is located in the southwest portion of Hendricks County and is bordered on the west by Putnam County and on the south by Morgan County. The incorporated community within Franklin Township is Stilesville. From 1970 to 1980, Stilesville has been a stagnant community as far as urban development. US 40 traverses across Franklin Township and offers the same strip commercial development that exists along US 40 in Liberty, Guilford and Washington Townships. This strip development has continued to exist for a number of years and reversing these trends is now extremely difficult. Future development in Franklin Township should be concentrated around the Stilesville area and migration of any urban development outside the town should be avoided.

LAND USE PLAN MAP

The land use recommendations outlined in this text are further detailed on the Lane Use Plan Map found in the pocket located in the back of this Plan.

SEWAGE TREATMENT PLAN

INTRODUCTION

Waste water treatment is a significant challenge facing the development of Hendricks County. It is necessary for the County to utilize existing technology and innovative alternatives to address waste water treatment demands. All solutions to waste water treatment must be done utilizing environmentally sound standards. The development of these standards must also recognize the economic realities of development and the fact that most costs are passed to the consumer.

Within the resource section of this plan, the natural soil limitations for use of subsurface soil absorption systems (septic systems) was stated. The Soil Conservation Service, USDA has classified 96 percent of the soils within Hendricks County as being severe for septic systems. This severe classification indicates the relative degree of difficulty in overcoming the natural limitations of the soils and it is believed that this severe limitation can be overcome through proper design, installation and maintenance. Historically, Hendricks County government has experimented with septic system regulations attempting to address this problem. Current standards are believed sufficient to require persons to overcome the limitations of the soils when utilizing septic systems. Unfortunately, there has not been a great deal of scientific research done to determine the best method of overcoming these severely limited soils. Currently, Purdue University is doing research addressing this problem. Hendricks County officials need to monitor this research in order that any new findings can be incorporated into local regulations.

Within Hendricks County, the majority of the soils are classified as severe because they are poor or somewhat poorly drained and have a seasonally high ground water elevation. In certain soil types, spring rain water will raise the

ground water elevation to within 12-24 inches of the earth's surface. Placement of a septic system within these natural conditions may cause a malfunctioning system because the soils may not absorb the waste water when already saturated with ground water.

Currently, septic system ordinances and subdivision standards require both surface and subsurface drainage systems to address these severe soil limitations. It is felt that these standards will help overcome the severity of these soils and may allow septic systems to properly function. Under these conditions, septic systems could be a satisfactory treatment system that is relatively inexpensive and maintenance free.

It is believed that current housing market demands within Hendricks County will also perpetuate the use of septic systems. It is believed that most people seeking housing within Hendricks County are attracted to the rural setting vs. greater density of urban areas. Therefore, they do not generally desire smaller lots but, instead, seek greater open space and greater separation between housing units. It is anticipated that people will continue to find Hendricks County a desirable place to live and will seek larger lots. This preference will continue the need for the use of septic systems within Hendricks County.

However, it is anticipated that housing demands may change within Hendricks County. Therefore, it is necessary for the County to consider alternative types of waste water disposal other than septic tanks. Hendricks County officials need to be flexible in order to allow alternative waste disposal methods based upon the demands generated by a change in development practices. For example: If a developer chooses to cluster the housing, it may be appropriate to allow a common disposal field or a package treatment plant. It is recognized that any alternative must be done in accordance with acceptable

environmental standards. It is not appropriate to establish those standards in this Comprehensive Plan, but it is important to recognize that alternatives may become available and the County needs to recognize their use.

One alternative that is recommended within this Plan is the greater use of package treatment. The remaining portion of this chapter will generally outline the use of municipal-type sewage treatment plants and specifically recommend the establishment of a county department to operate and maintain package treatment plants.

In 1972, Reid, Quebe, Allison, Wilcox and Associates, an engineering consultant, prepared the first in a number of sewer plans for Hendricks County. The plan was entitled Comprehensive Water and Sewer Plan for Hendricks County and was funded by a grant from the Farmers Home Administration, United States Department of Agriculture. While the focus of the plan was to study water and sewer problems, it was also the first attempt to prepare a comprehensive planning document. Basically, the sewer portion of the plan recommended the establishment of five waste water treatment districts in the eastern half of Hendricks County.

The second sewer plan that studied waste water problems in Hendricks County was prepared in 1973 and was entitled Water Quality Management Plan. This study not only included Hendricks County, but also included Marion, Boone Hamilton, Hancock, Shelby, Johnson and Morgan Counties, which make the Indianapolis SMSA. The Marion County Metropolitan Development Commission provided the sponsorship for the Water Quality Management Plan. This title is commonly shortened to be called the Stanley Plan for Stanley Consultants, Inc., the principle project consultants. Recommendations within the Stanley Plan reflected a popular concept promoted by state

health officials. This concept was to reduce the number of waste water treatment plants by combining municipal treatment facilities. This reduction of treatment plants is called regionalization.

In Hendricks County, the Stanley Plan recommended these regional facilities: Brownsburg & Plainfield, Coatesville & Amo & Stilesville and Clayton & Belleville were the three regionalizations recommended within Hendricks County. Danville, Pittsboro, Lizton and North Salem were to build new facilities or expand existing facilities. The most ambitious regional plan in Hendricks County was the proposed construction of a twelve mile interception sewer line from Brownsburg to Plainfield. Implementation of this regional plan would have provided ample sewers to eastern Hendricks County but the proportional cost to the citizens would be high. Elected officials concerned about prohibitive costs of the project rejected the formation of a cooperative organization needed to build such a facility.

Shortly after completion of the Stanley Plan, the Indiana Heartland Coordinating Commission (IHCC) began the development of another sewer plan. As did the Stanley Plan, this new plan would include the eight county Indianapolis SMSA. The formal title of this plan is the Areawide Water Quality Management Plan, commonly shortened to be called the "208" Plan. Use of the abbreviated term "208" refers to a planning section of the Federal Water Pollution Control Act of 1972.

Development of the 208 Plan was done with a tremendous amount of local community participation. Citizen participation and a dedicated staff committed to the development of a workable plan lead to the completion and adoption of the 208 Plan. The 208 Plan evaluated a large number of water quality problems within the eight county area.

After the 1978 adoption of the 208 Plan, communities must comply with recommendations contained within the Plan before federal funds are made available for waste water treatment facilities. The Indiana Heartland Coordinating Commission is given the authority to administer and modify the planning requirements contained within the 208 Plan.

Currently, there is little formal coordination between Hendricks County government and the incorporated communities within the County. Since development does not naturally adhere to random political boundaries, it is important for the different governmental entities to work together. The following portion of this Plan contains current 208 Plan summary for the waste water treatment within the different Hendricks County communities. Sewer services are such an important factor for community development that Hendricks County communities should coordinate the construction and expanditure of these facilities.

AMO

At the present time, no municipal collection or central treatment system exists within Amo. The community is served by individual on-site septic tank treatment systems. If a central treatment plant is constructed, the receiving stream would be Crittenden Creek. Because of recreational fishing and other water related activities existing down-stream from Amo, effluent limits on a treatment plant are likely to be higher. However, currently there has been no environmental evaluation to determine likely stream uses and, therefore, no sound water quality standards exist for Crittenden Creek. A study should be made of the receiving stream to determine water uses before setting treatment standards for a municipal-type treatment system.

Due to costs, regionalization with Coatesville and Stilesville should be evaluated. It may be more cost effective for these three communities to work together and construct an alternative type waste disposal facility.

BELLEVILLE CONSERVANCY DISTRICT

Belleville is a small, unincorporated community located in the center of Liberty Township. Originally, the 208 Plan recommended regionalization with the Town of Clayton. Due to the difficulty of obtaining real cooperation between the different local governmental entities, the regionalization plans were abandoned. Technically, the most cost effective approach could be the connection of Clayton's collection facilities to Belleville once the plant is constructed. Belleville has the approvals from EPA to construct a treatment facility to discharge to the West Branch of White Lick Creek. The Clayton plant discharges to the Mill Creek water shed and effluent standards may become higher because of recreational water uses downstream. This possibility would only be explored if Clayton's facilities become undersized because of growth or the State Board of Health changes Clayton's discharge standards. Given current conditions, the alternatives are not likely to be investigated. The Belleville Conservancy District is designated as the management agency for collection and treatment within the District. It is anticipated that the Belleville facilities will be constructed during the 1983 construction season.

BROWNSBURG

Currently, Brownsburg has a 0.5 MGD treatment plant that was constructed in 1954. This plant is hydraulically overloaded even during dry weather. In 1977, the influent flow averaged 0.80 MGD. This has definitely resulted in major detrimental impacts to the aquatic community in White Lick Creek and is regarded as the primary pollution problem in the area. It is recommended that Brownsburg proceed with a new mechanical facility to replace the existing facilities. Brownsburg is currently working to obtain federal and state funds in order to build a new waste water treatment plant.

There are difficulties between officials from Brownsburg and the State Board of Health. A technical problem which exists for Brownsburg and other communities within the State of Indiana is how the Indiana State Board of Health determines the discharge standards for municipal waste water treatment plants. In the past, the Indiana State Board of Health has attempted to adhere to a rigid, effluent discharge standard throughout the State of Indiana. This standard was administered without an evaluation of the receiving body of water. Some feel that the discharge standards should be based upon the environmental benefit to the body of water discharged to. For example: There is a difference between discharging to a creek that basically provides only drainage and to a reservoir which provides drinking water and recreation. Local government has identified this standards problem and has tried to obtain the cooperation of the Indiana State Board of Health to change this standard. Unless this problem is recognized, some waste water treatment plants can be overdesigned and over-constructed, thereby costing additional money. It is believed that if the Indiana State Board of Health determined plant design based upon environmental benefits, some of the problems associated with the Brownsburg facilities could be resolved.

CLAYTON

Clayton, a community of 703 people, is served by a wastewater treatment plant constructed in 1971. This facility was designed to have .15 MGD capacity and in 1977, the facility averaged a flow of 0.09 MGD. The 208 Plan recommended that the Belleville Conservancy District regionalize with Clayton. Obviously, with Belleville receiving approval to construct their own plant, this regionalization will not occur within the immediate future. Currently, Clayton is conducting facilities planning studies with FPA 201 monies. Because of downstream recreational uses along Mud Creek, discharge requirements may be more stringent in the future. Therefore, an analysis of

discharging to the west fork of White Lick Creek and regionalization with the Belleville Conservancy District will be included within the 201 Study.

COATESVILLE

As with many other small Indiana communities, Coatesville does not have a municipal collection or central treatment system. Before such facilities are constructed, there should be a pollution problem assessment and analysis of the existing and potential beneficial uses of the receiving streams in the Mill Creek basin. If, after their analysis is completed, the conclusion is reached that centralized sewage treatment is the best manner in which to proceed, then regionalization with Amo is recommended for Coatesville as a cost-effective approach. Consideration of alternatives, other than new gravity collection sewers and centralized treatment, is extremely important for these communities.

DANVILLE

Currently, Danville is proceeding to upgrade their existing facilities by constructing a new treatment plant. They are seeking federal and state monies for this expansion. The existing facility was last upgraded in 1962 and is designed to treat 0.75 MGD and in 1977, the facility averaged a flow of 0.58 MGD. There are extensive infiltration problems associated with the existing facilities. The ammonia removal requirement, which would hypothetically allow Danville to strictly comply with existing water quality standards, should not be imposed until a comprehensive evaluation of water quality trade offs for discharges within the White Lick Creek basin is undertaken.

LIZTON

Lizton has a new collection system and treatment facility designed for 0.08 MGD that was placed into service

in 1975. In 1977, the facility averaged a flow of .036 MGD. The Lizton treatment plant discharges to the Ross Ditch. The Ross Ditch is within the Big Walnut Creek basin. In July, 1978, the "Nationwide Rivers Inventory" preliminarily identified the Big Walnut Creek basin as a candidate for the National Wild and Scenic Rivers Systems. If identified, the river system may be worthy of greater than minimal protection. It is currently recommended that the Town properly operate and maintain the present advanced waste treatment facility as designed with no major modifications and/or treatment process additions for the remaining life of the plant. The applicability of the existing State water quality standards (and therefore, the need for ammonia removal) should only be required if there is a study to determine the beneficial uses of Ross Ditch based upon the ditch's natural capabilities. The Indiana State Board of Health-Stream Pollution Control Board or their representative should do this study.

NORTH SALEM

North Salem was awarded a construction grant in 1981 to construct a .08 MGD oxidation ditch-type treatment plant with two final clarifiers, liquid sludge holding and disposal, two 1-day tertiary ponds, chlorination facilities and cascade aeration. North Salem will become the management agency for these facilities. Like Lizton, North Salem discharges to the Big Walnut Creek basin which has been preliminarily identified as a river system worthy of greater than minimal protection.

PITTSBORO

Pittsboro has an existing 0.16 MGD waste water treatment facility that was constructed in 1973. In 1977, the facility averaged a flow of .11 MGD. The Town of Pittsboro had submitted an application to enter the planning step for

federal money to expand their facilities. The application was submitted because of the demands made by the Indiana State Board of Health. The application was recommended for disapproval by the Indiana Heartland Coordinating Commission. IHCC recommended that Pittsboro adequately operate and maintain the existing facility until additional treatment capacity is warranted. This is another case where the State Board of Health has tried to impose a standard that is not based upon environmental benefits and, therefore, is not cost-effective. This has caused a great deal of frustration with the changing state requirements for increased pollution abatement despite construction of facilities in 1971.

PLAINFIELD

Plainfield's existing 1.50 MGD treatment facility was constructed in 1952 and upgraded in 1965 and 1978. Currently, Plainfield is in the Federal Construction Grant Process to expand their facilities. Because of hydraulic overloading, Plainfield needs to expand their facilities. The ammonia removal requirement, which would hypothetically allow Plainfield to strictly comply with the existing water quality standards, should not be imposed until comprehensive evaluation of water quality trade offs for discharges within the White Lick Creek basin is undertaken and warrants such requirements. Such an evaluation should be conducted by the Indiana State Board of Health - Stream Pollution Control Board.

STILESVILLE

Stilesville currently has no municipal collection or central treatment facilities. If there is a documented water quality problem, Stilesville should construct a regional treatment plant with Amo and Coatesville. Alternative types of treatment methods should be explored due to the Community's size and the relative high cost of traditional sewers and centralized treatment. According to the 208 Plan, the most

cost-effective plan calls for a regional plant for these three communities. Hopefully, they can work together in order to save the communities money.

UNINCORPORATED AREAS OF HENDRICKS COUNTY

The recommendations in the IHCC 208 Study concentrated on conventional municipal treatment plants, conventional septic tanks and modified conventional septic tanks for severe soil conditions as sewage disposal methods within the region. One of the major unresolved issues of the 208 Plan was how to handle the treatment of sewage in rural counties that are experiencing rapid growth. This problem is acute within Hendricks County. A project entitled "Hendricks County Sewage Treatment Management Study" has been completed as a part of the 208 continuing planning progress and was done in an effort to address this issue.

The focus of the Hendricks County Sewage Treatment Management Study was to explore the use of package treatment plants as an alternative to the use of septic systems and to determine a county-wide management entity responsible for the operation and maintenance of the package treatment plants. Utilization of package treatment plants within rapidly growing areas outside municipal sewer service areas would be an alternative to septic systems and would provide a sewage collection system within the subdivisions. Within twenty to thirty years, package treatment plants could be phased out through the construction of an interceptor sewer line.

The Hendricks County Sewage Treatment Management Study includes an assessment of the use of Conservancy District and Regional Sewer District as waste water treatment management options now available to unincorporated areas. Also, the Study included an inventory of existing package treatment plants in Hendricks County and interview/questionnaires from licensed certified operators and owners of selected package plants. The purpose was to provide background information on

problems facing the owners and operators of package treatment plants. The inventory portion of the report included basic information on all nineteen package sewage treatment plants that existed in Hendricks County in 1979. Resulting information covered three general areas of concern: technical, operation and maintenance, and financial/institutional considerations.

The last portion of the study compared subdivisions constructed with sewers and corresponding package treatment plants with subdivisions utilizing septic systems for waste disposal. The comparison involved short and long term economic considerations, environmental benefits and social impact. Also, the study made an attempt to identify as many of the major trade offs and impacts associated with development on septic systems vs. sewer systems. Some analysis of water systems were made but further investigation needed to be made before final conclusions are reached.

Based upon that study, the following general conclusions were reached:

1. The most economical method of development is with a centralized sewer system in combination with individual wells on (approximately) 13,000 square foot lots.
2. A centralized water system, particularly one providing fire protections, appears totally impractical for smaller developments and, at best, a "break even" endeavor for larger developments. This statement is made from the economic standpoint only.
3. A centralized sewer system is economical for smaller projects developed with the increased density provided by 13,000 square foot lots. The minimum size subdivision where a centralized sewer system would not be cost-effective was not determined by this study.
4. The Indiana Department of Natural Resources has no existing requirements for the installation of individual wells on the basis of lot size (and therefore, "well density"). As a result, this study considered individual wells on smaller lots.

5. When a subdivision is in close proximity to available municipal services (sewer and water), costs of these services to the developer are even more significantly reduced as the capital costs for the sewage and water treatment plants have been paid for by the local government. This is especially true for water supply since there are no State mandated moratoriums and it is usually readily available from the local municipality.

6. Larger subdivisions, in addition to being more economically profitable per lot for the developer, afford the homeowner increasingly lower monthly (centralized) sewer and water bills.

7. Development on septic systems and individual wells requires large capital outlays by the homeowner for initial purchase and installation of these components. The annual operation and maintenance costs for these systems are viable and somewhat uncertain. Although large capital outlays are not required for the centralized sewer and water system by the homeowner, a monthly user charge for these services is assessed to each homeowner for recovery of operation and maintenance costs. Over the long run, the costs of each approach can be considered a trade off.

8. The availability of water supply for a subdivision development in Hendricks County may be a significant problem and should be explored early in the planning stages. In addition, the centralized water system was the most expensive service in every development and should therefore be considered from this (economic) standpoint as well.

9. Development on centralized sewer and water systems, in the cases where they are cost-effective, must take place in the initial phases of development. Converting, at a later date, from septic systems and individual wells to (one or both) centralized sewer and water treatment is definitely economically difficult and probably socially unacceptable.

The two tables that follow identify the major trade offs and impacts associated with development on either centralized sewer and water systems or septic systems and individual wells. Table 1 shows the trade offs from the homeowner's perspective and Table 2 shows the developer's perspective.

TABLE 10A

Table 1. The Consumer - Homeowners Perspective

	Development on Septic Tanks and Individual Wells	Development on Community Sewer and Water Systems
Environmental Considerations	If a pollution problem does occur, less pollutants are generated in a concentrated are generally lessening the overall severity of the problem. Any pollution problems tend to result in more localized health hazard problems due to their close proximity to populated areas. Septic systems have a history of poor operation and maintenance. This situation may be compounded by poor installation practices by a few contractors. Drainage, soil compaction, soil composition, etc. can be a significant factor in proper operation of a septic system. Water availability may be a limiting factor for supply wells.	If a pollution problem does occur, more pollutant are generated in a concentrated area generally increasing the overall severity of the problem. Any pollution problems tend to result in less localized water quality (stream) problems at the point of wastewater discharge. Package sewage treatment plants have a history of poor operation and maintenance, although this situation is improved by State mandated monitoring requirements. Drainage and related factors tend to be less significant in the proper operation of community sewer systems. Water availability may be a limiting factor for supply wells.
Social Considerations	The responsibilities for operation and maintenance are borne by the homeowner. The homeowner can directly control solution of any related water and wastewater problems. Water for fire protection and other emergency uses is not readily available. No back-up systems are (usually) available for individual water and wastewater systems.	The responsibilities for operation and maintenance are borne by an independent entity (usually a utility). An independent entity controls solution of any water and wastewater problems. Water for fire protection and other emergency uses is readily available. Back-up systems are (usually) included in the design of community systems.

----------continued----------

Table 1. The Consumer - Homeowners Perspective (continued)

	Development on Septic Tanks and Individual Wells	Development on Community Sewer and Water Systems
Social Considerations	The development will be less dense (crowded). To obtain a good quality water supply, the raw water usually requires treatment at each home. People cannot "see" their water and sewage facilities although they do live close by.	The development will be more dense (crowded). To obtain a good quality water supply, the raw water is usually treated at a central facility. People can "see" the water and sewage works and may have to live close by.
Economic Considerations	The costs of operation and maintenance of the well and septic system will be borne by the homeowner and are paid for "as needed." There are no increased charges for increased water of sewage usage. Higher fire insurance premiums are common. The value of the lot and a comparable home may be less. The costs of water supply and waste disposal are included in the future price of the home. More square feet of lot may be obtained for the same (or similar) lot price. Water and sewage works replacement costs are high and are paid for individually.	The costs of operation and maintenance of the water and sewage system will be borne by the homeowner and are paid for through a (monthly) user charge. Higher user charges are assessed for higher water usage. Lower fire insurance premiums are common. The value of the lot and a comparable home may be more. The costs of water supply and waste disposal are included in the present price of the lot. Less square feet of lot may be obtained for the same lot price. Water and sewage works replacements costs are high and are paid for collectively.

TABLE 10B

Table 2. The Developers Perspective

	Development on Septic Tanks and Individual Wells	Development on Community Sewer and Water Systems
The Environmental and Social Considerations, from the perspective of the developer of a subdivision on either septic tanks/individual wells or community sewer and water systems, would be essentially the same as those of the consumer - homeowner. In any case, the developer would soon translate such considerations into economic trade-offs and impacts similar to those identified below.		
Economic Considerations	Individual water and wastewater systems would be functional immediately. Individual water and wastewater systems would allow development at small incremental costs. There would be no large capital expenditures or operation and maintenance responsibilities and costs. Fewer lots would be available for sale. Responsibilities for individual water and wastewater facilities would lie with the homeowner. Time is required to obtain proper permits and approvals from appropriate governmental agencies. In general, overall interest expenses would be reduced due to small initial capital expenditure requirements. Total revenues from the sale of lots would be smaller. Additional technical engineering services are not required.	Community sewer and water systems may call for phase construction to be functional (due to significant time before completion of the development). There would be large capital expenditures and immediate operation and maintenance responsibilities and costs. Additional lots would be available for sale. Responsibility for sewer and water services would lie with the developer. Time is required to obtain proper permits and approvals from appropriate governmental agencies. In general, overall interest expenses would be increased due to larger initial capital expenditure requirements. Inflation would tend to offset this factor in the long-term sale of lots. Total revenues from the sale of lots would be larger. Additional technical engineering services are needed.

Operation and maintenance problems associated with package treatment plants are a concern for health officials in the State of Indiana. Case studies show that package treatment plants are often neglected by the owners because of costs. This problem is common to a lot of single family residential subdivision developments that use package treatment plants. Developers of these subdivision projects lose their interest in operating and maintaining package treatment plants after the lots are sold. The Indiana State Board of Health has limited ability to pursue enforcement action because most developers protect themselves by incorporation.

A county-wide governmental unit responsible for the operation and the maintenance of package treatment facilities is felt to be a solution to this management problem. Within the Hendricks County Sewage Treatment Management Study, the formation of a conservancy district and a regional sewer board are analyzed. Conservancy districts and regional sewer boards are two specific types of governmental waste water treatment facilities within unincorporated areas.

A citizens committee formed to help develop this plan looked at the conservancy district and the regional sewer board as an option to manage package treatment plants within Hendricks County. The citizens committee was opposed to the formation of either type of management agency. Under both the conservancy district and regional board, it is required that an independent board be established separate from existing county government. Philosophically, the citizens committee was opposed to the need to form another independent governmental entity every time additional services are needed. The citizens committee recommended that the management of waste water treatment be a function of existing county government. This could be accomplished by the establishment of a new department or simply include the function into an existing department. It may be appropriate to reorganize the County Highway Engineer's Department into a general engineering department and assign the new department the responsibility of

managing package treatment plants. Utilization of the Indiana Home Rule Act could make this possible.

AGRICULTURAL SECTION

INTRODUCTION

According to the United States Department of Agriculture, 84 percent of the land within Hendricks County is prime farmland. Prime farmland has the quality growing season and moisture needed to produce high yields of crops with the least damage to the soil. Currently within Hendricks County, some prime agricultural land is being converted into subdivisions and other urban uses. What is considered to be prime agricultural land is also considered to be prime development land. Farmers and developers compete for the same land resources in Hendricks County.

While farming is the most important economic activity within Hendricks County, land, the most important farming resource, is often viewed as being undeveloped property. This view is changing and currently, there is a national debate over the preservation of agricultural land. The debate is particularly sharp because it involves several important and often emotional issues:

1. the farmland base we leave for future generations,
2. the property rights of private landowners versus the needs of society and
3. the type of communities we create for the future.

Members of the agricultural community within Hendricks County are concerned about the conversion of prime agricultural lands. These concerns were expressed by a committee formed to determine the role of agriculture in the Hendricks County Comprehensive Plan. The principal concerns expressed by the committee members were less theoretical than the national discussion on whether the United States is or is not running

out of farmland. The practical problem expressed by the committee was simply the waste that current scattered development patterns have created in Hendricks County. Hendricks County's scattered development patterns containing some premature speculative subdivision have damaged the intensity of agricultural activities. Eastern Hendricks County has sustained the greatest impact from this development pattern. Over the years, there has been a decrease in livestock activities in eastern Hendricks County because of nuisance complaints by nonfarming neighbors and speculation by developers. Currently, there is very little investment made by eastern Hendricks County farmers in major capital improvements such as new barns and silos. Farming in eastern Hendricks County has been principally reduced to row cropping. Urban development has been the cause for this change.

AGRICULTURAL STUDY

To gain an understanding of the agricultural activities in Hendricks County and to assess the impact of urban development six studies were done. These six studies included:

1. Survey and identify existing agricultural activities. Identification of the type farming operations in existence provides an understanding of the agricultural community.
2. Identify prime agricultural lands according to soils types. Utilization of the USDA Soil Conservation Services mapping program to identify important farmlands.
3. Study the investment patterns of the agricultural community. Assessing the real property improvements such as barns and silos could provide a correlation between capital investments made and owners long-range anticipation to farm. A high level of investment would indicate a farmer is anticipating farming for many years. Status quo level may suggest uncertainty and a diminishing level of investments may suggest land conversion.

4. Inventory urban land uses to determine the areas of development. An inventory of existing land uses would show those areas of the county where development has already occurred. Those areas where development has occurred or those areas that show signs of impending residential development would not be areas identified for agricultural preservation.

5. Examine the plans made by the government to provide services for urban development. Plans such as road improvements, construction of government buildings and construction of airports will generally diminish farmland.

6. Inventory size and ownership of existing land parcels. Believing that successful farming operations generally require large parcels of land. Evaluating parcel size should give an indication of the more intensive agricultural areas of the county. Examining the ownership should indicate who is making the decisions about what land uses take place.

The following information was gained from these studies. The Indiana Heartland Coordinating Commission assisted the staff of the Hendricks County Plan Commission in writing the findings of these studies. The information will provide insight to the agricultural policy contained in this Plan.

The following statistics, taken from the 1978 Census of Agriculture, depict the general farming activities in Hendricks County. Additional information is contained in the economic section of this Plan. In 1978, farming was a forty million dollar industry in Hendricks County. Of the 266,880 acres in the county, 201,522 acres were used for farming. Farm sizes have increased and the number of farms has decreased. Approximately 57 percent of the total sales value of farm products came from row crops.

Eighty-four percent of the land in Hendricks County is prime farmland according to the United States Department of Agriculture. Ninety-four percent of the soils have a severe classification for utilization of septic systems. Approximately 68 percent of the residential development in Hendricks County utilize septic systems for waste disposal. A large portion of this residential development has occurred with septic systems

in severely limited soils. Though the USDA classification of prime farmland provides some indication of how favorable Hendricks County compares to other counties in the nation, it is not useful for identifying what lands in Hendricks County should be preserved. Soils have not been a principal consideration in determining land uses within Hendricks County. Therefore, use of soils information alone cannot be used to identify prime agricultural areas.

In 1979, a study of agricultural investment was completed in Hendricks County. The study was designed to evaluate the long term expectations of farm operators as indicated by their investment in real property improvements such as barns and silos. These investments generally represent a commitment to farming a specific property. A high level of such investments in farm facilities would indicate that owners anticipate farming for many years.

The agricultural investment study was completed by using real estate assessment records available from the Hendricks County Assessor's Office. Approximately 4,404 parcels of property containing ten or more acres were inventoried. Comparisons between the 1969 and 1979 assessment records were made to determine what capital improvements were made on each parcel during the eleven year period. Each parcel was identified as having made capital improvements, remaining status quo or diminishing in agricultural activity if agricultural structures were removed. After classification, the parcels in each legal section were tabulated and the section was classified according to one of three categories. A composite map was then made to illustrate agricultural investment activities within the County. (See Map 10A)

Companion studies to the agricultural investment study assessed the impact of urban development and parcel size and ownership on agricultural activities. For these studies, legal quarter sections were used. Generally, a quarter section contains 160 acres. If any of the following

characteristics were found, the quarter section was classified as a developed or a developing area.

1. More than 40 acres of the 160 acres were already in residential development.
2. If there were more than four landowners in the undeveloped portion of the quarter section.
3. If there were more than four parcels of land divided into five or ten acre lots.

From the parcel size and ownership study, it was found that land showing signs of impending residential development are most often near land which has already been developed. A larger amount of land showed signs of impending development than the amount of land actually developed. The study showed a relationship between land which is developed or developing and land areas where there has been disinvestment in agriculture. There is more agricultural lands which show the agriculture disinvestment than the amount of developed and developing lands. Most land showing new agricultural investment were in areas where there was little or no signs of new residential development.

Real estate's most important determinate of value is location. Some governmental functions directly enhance the location of real estate. Among these governmental activities are the construction of sewer lines, roads, airports, water reservoirs and parks. The extension of sewer lines and the improvement of highways foster most urban development to locate in a particular area. As previously stated, a majority of residential development within Hendricks County utilizes septic systems and, therefore, the construction of municipal type sewer system has had little impact on residential location. Highway access and distance from Indianapolis seem to be the major determining factors for the location of new residential development. Land use patterns show that a majority of urban development within the county has occurred in an approximate

fifteen mile radius from the center of Indianapolis and within one mile of a state or federal highway. Interchanges or federal highways attract a large amount of urban development. Map 9B illustrates the distance from the center of Indianapolis to the developing areas of Hendricks County.

From these different studies, the following conclusions are made about the effects of development on agricultural activities within Hendricks County. Suitability of soils for residential development has not been a significant factor in determining residential development patterns. Highway access and distance from Indianapolis seem to be the major determining factors for the location of new residential development. These factors have led to the extremely scattered development pattern within eastern Hendricks County. Land area affected by urban development is much larger than the actual land area developed. Uncertainty created by the existing development has led to disinvestment or no change in investment for a portion of the agricultural community. The agricultural sector of the county's economy is being adversely affected, particularly in terms of making new long-term capital investment, as long as it is unclear what lands are unlikely to remain in long-term agricultural use.

A significant factor which affects the amount of agricultural land converted to urban uses is the residential density of new development. Less land is converted from agricultural use to urban use if new residential development takes place at a density level of three units per acre versus development at one unit per acre. Using the population projections for Hendricks County and a factor of three persons per houshold, table 9C was prepared to show how much land would be converted to residential use depending on what residential density level is selected. The Indiana School of Business indicated that the average household would contain 2.85 members by 1980. A figure of 3.0 was used rather than 2.85, primarily for convenience in calculation.

Table 11A

HENDRICKS COUNTY: LAND CONVERTED AT DIFFERENT RESIDENTIAL DENSITIES

	Population Projection 1975-2000	House-Holds [1]	Total Square Miles	Land Converted 5 Acres/ House-Holds	Land Converted 1 Acre/ House-Holds	Land Converted .33 Acres/ House-Holds	Land Converted .10 Acres/ House-Holds	Land Affected [2] 5 Acres/ House-Holds	Land Affected [2] 1 Acre/ House-Holds	Land Affected [2] .33 Acres/ House-Holds	Land Affected [2] .10 Acres/ House-Holds
Brown	3,807	1,269	25.25	9.91	1.98	.66	.20	14.87	2.98	.99	.30
Center	1,827	609	45.75	4.76	.95	.32	.10	7.14	1.43	.48	.15
Clay	488	163	25.50	1.27	.25	.08	.03	1.91	.38	.13	.04
Eel River	631	210	42.00	1.64	.33	.11	.03	2.46	.49	.16	.05
Franklin	321	104	28.00	.81	.16	.05	.02	1.22	.24	.08	.02
Guilford	8,552	2,851	36.50	22.27	4.45	1.48	.45	33.41	6.68	2.23	.67
Liberty	1,702	567	49.00	4.43	.89	.30	.09	6.65	1.33	.44	.13
Lincoln	11,502	3,834	24.00	29.95	5.99	2.00	.60	44.93	8.99	3.00	.90
Marion	547	182	39.00	1.42	.28	.10	.03	2.13	.43	.14	.04
Middle	1,927	642	30.00	5.02	1.00	.33	.10	7.52	1.50	.50	.15
Union	527	176	24.00	1.38	.28	.09	.03	2.06	.41	.14	.04
Washington	10,040	3,347	38.50	26.15	5.23	1.74	.52	39.22	7.85	2.62	.79
Total	41,869	13,956	408.00	109.03	21.81	7.27	2.18	163.55	32.71	10.90	3.27

[1] Based on 3.0 persons per household

[2] Based on an additional ½ acre affected for every acre of land converted

There is almost a geometric progression in the number of acres converted to residential use as one moves to lower and lower densities. At the lowest density, such as five acres per household, very large amounts of land would be taken out of farm use. It is somewhat surprising how little land may be converted to residential use at such densities as three households per acre, if new developments are not widely scattered.

CONCLUSIONS

Highway access and distance from Indianapolis seem to be major determining factors for the location of new residential development. Areas which are within fifteen miles of the center of Indianapolis and are within one mile of a state or federal highway or interstate interchange appear most attractive for residential development.

In the rapidly developing eastern portion of Hendricks County, a large area of land has been affected by current subdivision developments. The land area involved is much larger than will ever actually be developed. Uncertainty created by the existing development pattern has led to disinvestment or no change in investment for a large portion of the county. Agriculture is being adversely affected, particularly in terms of making new long-term capital investments, as long as it is unclear what lands are likely to remain in long-term agricultural use.

The density at which residential areas are developed determines to a large extent how much land will be converted to that use. Differing residential densities also significantly affect the cost of public services which at some point local government will be required to provide. Even at the lowest densities, only a small portion of the county will actually be developed based on population projections to the year 2000. The determination of desirable densities for new residential development in the county will more likely be

based on how much local government will be able to expand public services to residential areas at differing densities, rather than on the basis of preserving agricultural lands.

The industrialization of agriculture in Hendricks County is following both state and national trends. Larger farms, concentration of ownerships, specialization of crop production are issues which stand somewhat apart from the need to preserve agricultural land. It can be said that the risks of agriculture as a business have increased as larger amounts of capital are expended for what remains a small margin of return. The uncertainties created by not clearly identifying certain areas of the county for long-term agricultural use only add to these risks.

PLANNING RECOMMENDATIONS

Upon completing the assessment of existing agricultural activities within Hendricks County, the committee felt it was necessary to make recommendations on preserving prime farmland within the County. It is recommended that three agricultural districts be established. One district would be used to zone the western half of the County where the study showed a greater likelihood of maintaining more intensive agricultural activity. This district would be designed to encourage continued agricultural activities and discourage large urban development projects. The second district would cover the undeveloped areas of eastern Hendricks County in anticipation of a conversion to urban uses. It is desired that the development in eastern Hendricks County be clustered rather than scattered in order to use as much farmland for agriculture as possible for the greatest period of time. The third district would accomodate agriculturally related manufacturing within the other two districts.

Expression of the objectives of maintaining agriculture within the western half of the County and more efficiently developing the eastern half are contained within the

suggested zoning definitions of these two agricultural districts.

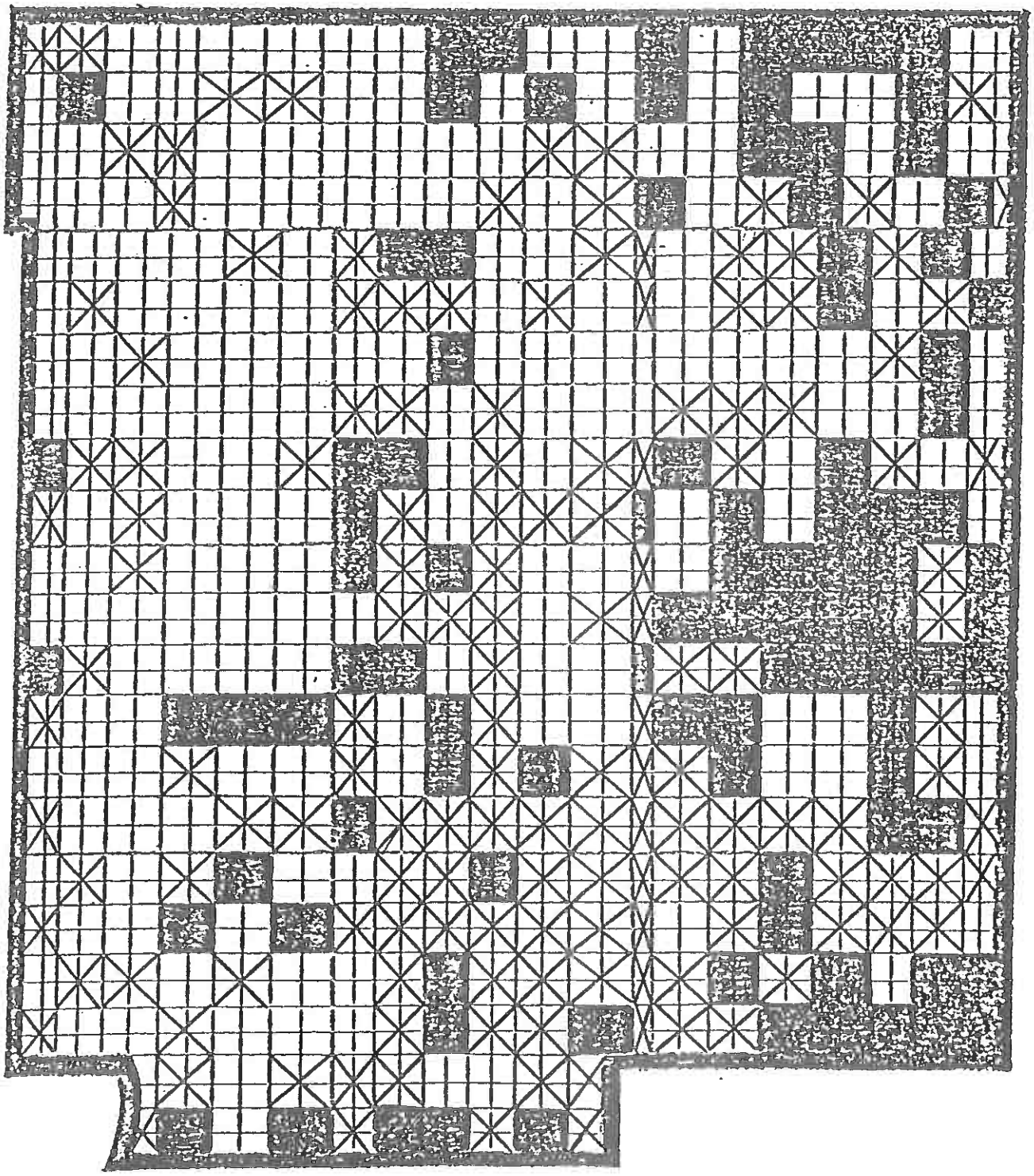
Definitions:

> First District - This district is intended to contain those areas of the County where it is necessary and desirable, because of the high quality of the soils, availability of water and/or highly productive agricultural capability, to preserve, promote, maintain and enhance the use of the land for agricultural purposes and to protect such land from encroachment by non-agricultural uses, structures or activities.
>
> Second District - This district is intended for application to land located adjacent to existing cities and towns where agriculture is a current logical and proper use but which, in the future, will gradually be converted for urban areas.
>
> Third District - This district is intended to provide for the proper locations and regulations of manufacturing, warehousing, storage and related industrial and marketing activities that are dependent upon or closely allied to commercial agriculture.

It is recommended that the Zoning Ordinance reflect these objectives developed by the agriculture committee. Realizing that zoning should not be the only tool used to preserve agricultural lands, it is also recommended that a continued effort be made to develop incentives to preserve prime agricultural lands. A tax incentive program would be an example of a compensation method that might be considered to preserve prime agricultural land. The Indiana State Legislature would be required to develop such a program and it would be necessary to issue to that government body.

AGRICULTURAL INVESTMENT AND DISINVESTMENT: 1969-1979

Map 11B



☐ Evidence of Agricultural Investment

☒ No Change

▪ Evidence of Agricultural Disinvestment

Source: Hendricks County Property Tax Record

PLAN SUMMARY

Within the "Goals" section of this Plan, there are ten objectives listed. Throughout this Plan, there are recommendations made to accomplish the objectives. In order to present these recommendations in a concise manner, the following summary and time table is provided. While these objectives are numbered one through ten, the objectives are of equal weight and no one objective is more important than the other. The time table is provided in order to establish a framework to accomplish the objectives. It is recognized that each of the work elements may not be completed within the time limits. However, it is felt that some schedule is necessary in order to provide a measurement to judge the implementation of the recommendations contained within this Plan.

Objective 1: Conservation of the agricultural resources in Hendricks County and the preservation of prime agricultural lands.

A.) Recognize the importance of agriculture by establishing agricultural districts within the Zoning Ordinance. (Adopt new Zoning Ordinance by June, 1984)

B.) Encourage the development of a compensation method to preserve prime agricultural lands. (Begin work in 1986)

C.) Support and encourage good agricultural conservation practices. (Continuously)

Objective 2: Diversify development to allow industrial and commercial growth which will increase the tax base, thereby reducing the reliance on residential and agricultural property and tax assessments.

A.) Include provisions for industrial development and establish industrial zones within the provisions of the Zoning Ordinance. (Adopt new Zoning Ordinance by June, 1984)

B.) Coordinate activities with the towns in an effort to establish an industrial park. (Begin 1986)

C.) Support and encourage community groups, like the Chambers of Commerce, to develop and encourage industrial growth within Hendricks County. (Continuously)

D.) Support the activities of the Economic Development Commission and work to provide other governmental initiatives which will aid in the development of an industrial base. (Continuously)

Objective 3: Require new development to be built with all necessary support services including waste water treatment, drinkable water supply and adequate roads.

A.) Rewrite the Hendricks County Subdivision Control Ordinance to insure new development is built with all necessary services. (Adopt new Ordinance by June, 1984)

Objective 4: Participate in efforts to reduce air and water pollution.

A.) Establish a department within Hendricks County government to operate and maintain package waste water treatment plants. (Begin June, 1984)

B.) Support the implementation of the "208" Area-wide Water Quality Management Plan. (Continuously)

Objective 5: Protect the natural soil and water resources of Hendricks County through supporting good conservation practices.

A.) Continue cooperation and coordination with the United States Department of Agriculture Soil Conservation and with the Hendricks County Soil and Water Conservation District. (Continuously)

B.) Include provisions within the Subdivision Control Ordinance to insure good soil and water conservation practices for urban development. (Adopt new Ordinance by June, 1984)

Objective 6: Adopt realistic residential development standards which will not cause added cost because of excessive governmental regulations and will allow a wide range of housing types.

A.) Insure that procedures within the Subdivision Control Ordinance do not create duplication of review or excessive procedural delays. (Adopt new Ordinance by June, 1984)

B.) Review building permit procedures to prevent any unnecessary duplication. (Begin June, 1984)

C.) Provide several zoning classifications within the Zoning Ordinance to allow flexibility on size and design of house types and improve the provisions of the Zoning Ordinance related to Planned Unit Developments. (Adopt new Ordinance by June, 1984)

Objective 7: Develop a county highway system which will be safe, efficient and consistent with land use projections.

A.) Prepare Thoroughfare Plan along with the Zoning and Subdivision Control Ordinances. (Adopt new plan by June, 1984)

B.) Completion of Road Hazard Study and prepare priority plan for correction of the road hazards identified within the study. (Complete by January, 1987)

C.) Prepare a transportation improvement program in cooperation with the Board of County Commissioners, Highway Superintendent, County Engineer and Plan Commission. (Begin in 1987)

Objective 8: Encourage the establishment of a county entity to develop public parks and to reserve suitable open space areas.

A.) Establish a county park department or county park board to acquire and develop recreational land within Hendricks County. (Begin in 1984)

Objective 9: Strengthen the partnerships between local units of government within Hendricks County.

A.) Work with Brownsburg and Plainfield to develop and interchange plans for development around the interchange at SR 267 and I-74 and the interchange at SR 267 and I-70. (Begin in 1985)

B.) Work with Clayton, Amo and North Salem on revisions of zoning maps and regulation for these towns. (Begin in 1986)

Objective 10: Maintain citizens' participation to achieve the goal of this Comprehensive Plan and to insure that subsequent ordinances are realistic and necessary.

A.) Develop a citizens committee to review changes to Zoning Ordinance and Subdivision Control Ordinance. (Begin in June, 1983)

B.) Establish a citizens committee to develop a new department within the Hendricks County government that is responsible for the operation and maintenance of package waste water treatment plants. (Begin in June, 1984)

C.) Establish a citizens committee to update this Comprehensive Plan. (Begin in 1988)

RESOLUTION FROM THE HENDRICKS COUNTY PLAN COMMISSION
TO THE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA

WHEREAS, the legislature of the State of Indiana granted certain powers to County Plan Commissions dealing with comprehensive planning within their jurisdiction pursuant to IC 36-7-4-500, as amended; and

WHEREAS, the Hendricks County Plan Commission established a Citizens Advisory Committee in January, 1978 to assist in the revision of the Hendricks County Comprehensive Plan; and

WHEREAS, the Hendricks County Plan Commission held a public hearing on July 21, 1983 after giving public notice in accordance with the provisions of IC 5-3-1; and

WHEREAS, the Citizens Advisory Committee and the Hendricks County Plan Commission have given consideration to the current conditions of Hendricks County and the probable future growth and have prepared a comprehensive plan entitled "Hendricks County Comprehensive Plan 1983" and that such a plan provides development policy within Hendricks County; and

WHEREAS, the recommended Comprehensive Plan establishes objectives for revisions to the Hendricks County Zoning and Subdivision Control Ordinances which are the ordinances that are used to implement the policies of the Comprehensive Plan; and

WHEREAS, the Hendricks County Plan Commission found that the current ordinances should remain in effect until revision of said ordinances in accordance with the schedule outlined in the Comprehensive Plan; and

WHEREAS, the proposed Hendricks County Comprehensive Plan contains goals and objectives for the orderly development of Hendricks County and establishes policy for Hendricks County Government regarding the development of Hendricks County.

NOW THEREFORE, in order to promote the public health, safety, morals, convenience, order and the general welfare and for the sake of efficiency and economy in the process of developing Hendricks County, the Hendricks County Plan Commission now recommends to the Board of Commissioners of Hendricks County, Indiana that the Comprehensive Plan, attached hereto and made a part thereof, be in full force and effect after its date of passage.

Respectfully submitted,

Hendricks County Plan Commission
of Hendricks County, Indiana

BY: _____
President

ATTEST:

_____
Secretary

HENDRICKS COUNTY PLAN COMMISSION
SEAL
INDIANA

Resolution adopted July 21, 1983

RESOLUTION BY THE

BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA

WHEREAS, the legislature of the State of Indiana granted certain powers to boards of county commissioners for the establishment of an advisory planning commission within their jurisdiction pursuant to IC 36-7-4-200, as amended; and

WHEREAS, the Board of County Commissioners of Hendricks County established an advisory plan commission in 1951 entitled the "Hendricks County Plan Commission"; and

WHEREAS, the legislature of the State of Indiana granted certain powers to boards of county commissioners and advisory planning commissions pertaining to the adoption of a comprehensive plan within their jurisdiction pursuant to IC 36-7-4-500, as amended; and

WHEREAS, the Hendricks County Plan Commission, with the assistance of the Citizens Advisory Committee, has prepared a comprehensive plan in accordance with the provisions of IC 36-7-4-500, as amended; and

WHEREAS, the Hendricks County Plan Commission held a public hearing on July 21, 1983 after giving public notice in accordance with the provisions of IC 5-3-1; and

WHEREAS, the Hendricks County Plan Commission has considered the comments made during the public hearing and has deliberated on the planning proposals contained in the prepared comprehensive plan entitled "Hendricks County Comprehensive Plan 1983"; and

WHEREAS, the Hendricks County Plan Commission has approved the Hendricks County Comprehensive Plan 1983 and has, by resolution, recommended the adoption of said plan to the Board of Commissioners of Hendricks County; and

WHEREAS, the proposed Hendricks County Comprehensive Plan contains goals and objectives for the orderly development of Hendricks County and establishes policy for Hendricks County Government regarding the development of Hendricks County; and

WHEREAS, the recommended Comprehensive Plan establishes objectives for revisions to the Hendricks County Zoning and Subdivision Control Ordinances which are the ordinances that are used to implement the policies of the Comprehensive Plan; and

WHEREAS, the Board of Commissioners of Hendricks County found that the current ordinances should remain in effect until revision of said ordinances in accordance with the schedule outlined in the Comprehensive Plan.

NOW THEREFORE, in order to promote the public health, safety, morals, convenience, order and the general welfare and for the sake of efficiency and economy in the process of developing Hendricks County, the Board of Commissioners of Hendricks County, Indiana finds that the comprehensive plan entitled "Hendricks County Comprehensive Plan 1983", attached hereto and made a part thereof, be in full force and effect after this date.

Passed and approved by the Board of Commissioners of Hendricks County, Indiana, this 15th day of August, 1983.

BOARD OF COMMISSIONERS

Arthur Himsel

Arthur Himsel

Marvin Money

Marvin Money

Herschel Gentry Jr.

Herschel Gentry, Jr.

ATTEST:

Pat Stamper

Pat Stamper, Hendricks Co. Auditor

RESOLUTION NO. ____
HENDRICKS COUNTY PLAN COMMISSION
REGARDING AMENDMENT TO HENDRICKS
COUNTY COMPREHENSIVE PLAN

WHEREAS, the legislature of the State of Indiana granted certain powers to County Plan Commissions dealing with comprehensive planning within their jurisdiction pursuant to IC 36-7-4-500, as amended; and

WHEREAS, the Board of Commissioners of Hendricks County, Indiana adopted on August 15, 1983 a comprehensive plan for Hendricks County entitled "Hendricks County Comprehensive Plan 1983"; and

WHEREAS, the Comprehensive Plan occasionally needs to be amended as provided for by section IC 36-7-4-511; and

WHEREAS, the Hendricks County Plan Commission held a public hearing on June 11, 1984 after giving public notice in accordance with the provisions of IC 5-3-1; and

WHEREAS, the Hendricks County Plan Commission found that certain provisions of the Hendricks County Thoroughfare Plan, a section of the Hendricks County Comprehensive Plan 1983, needed to be changed; and

WHEREAS, the Hendricks County Plan Commission found that changing the provisions of the Thoroughfare Plan would improve the public health, safety, convenience, and general welfare by improving the county highway system.

NOW THEREFORE, in order to promote the public health, safety, morals, convenience, order, and the general welfare and for the sake of efficiency and economy in the process of developing Hendricks County, the Hendricks County Plan Commission now recommends to the Board of Commissioners of Hendricks County, Indiana that the amendment to the Comprehensive Plan, attached hereto and made a part thereof, be in full force and effect after its date of passage.

Respectfully submitted,

Hendricks County Plan Commission
of Hendricks County, Indiana

BY: _____
President

ATTEST:

_____
Secretary

RESOLUTION NO. ____
BOARD OF COMMISSIONERS OF HENDRICKS COUNTY
REGARDING AMENDMENT OF THE
HENDRICKS COUNTY COMPREHENSIVE PLAN

WHEREAS, the legislature of the State of Indiana granted certain powers to boards of county commissioners for the establishment of an advisory planning commission within their jurisdiction pursuant to IC 36-7-4-200, as amended; and

WHEREAS, the Board of County Commissioners of Hendricks County established an advisory plan commission in 1951 entitled the "Hendricks County Plan Commission"; and

WHEREAS, the legislature of the State of Indiana granted certain powers to boards of county commissioners and advisory planning commissions pertaining to the adoption of a comprehensive plan within their jurisdiction pursuant to IC 36-7-4-500, as amended; and

WHEREAS, the Board of Commissioners of Hendricks County, Indiana adopted on August 15, 1983 a comprehensive plan for Hendricks County entitled "Hendricks County Comprehensive Plan 1983"; and

WHEREAS, the comprehensive plan occasionally needs to be amended as provided for by section IC 36-7-4-511; and

WHEREAS, the Hendricks County Plan Commission held a public hearing on June 11, 1984 after giving public notice in accordance with the provisions of IC 5-3-1 and passed a resolution recommending certain amendments be made to the Hendricks County Comprehensive Plan; and

WHEREAS, the Board of County Commissioners, after having considered the Hendricks County Comprehensive Plan and after having received the findings and recommendations of the Hendricks County Plan Commission, finds that said recommendations should be adopted.

NOW THEREFORE, in order to promote the public health, safety, morals, convenience, order, and the general welfare and for the sake of efficiency and economy in the process of developing Hendricks County by planning and acquiring sufficient right-of-way for construction of public highways, thereby improving the safety and convenience of the motoring public.

BE IT ORDAINED by the Board of Commissioners of Hendricks County, Indiana that the Hendricks County Comprehensive Plan entitled "Hendricks County Comprehensive Plan 1983", enacted by the Board of Commissioners of Hendricks County, Indiana on August 15, 1983, be amended by deleting the section of page 137 which establishes minimum right-of-way widths, which section reads as follows:

Classification	Right-of-way Widths
1) Interstate	Established by State
2) Rural minor arterial roads	100'
3) Rural major collector roads	80'
4) Rural minor collector roads	60'
5) Rural local roads	50'

and adding the following for the deleted section:

Classification	Right-of-way Widths
1) Interstate	Established by State
2) Rural minor arterial roads	100'
3) Rural major collector roads	80'
4) Rural minor collector roads	70'
5) Rural local roads	60'
6) Subdivision roads	50'

and that said Comprehensive Plan be further amended by adding the following paragraph to the section named Rural Road Classification System, page 135 of the Comprehensive Plan.

Subdivision roads provide access to lots within subdivisions. These roads are constructed by developers and are generally dedicated to the County for maintenance. The Subdivision Control Ordinance provides the design and construction standards for subdivision roads.

Passed and approved by the Board of Commissioners of Hendricks County, Indiana this 2 day of July, 1984.

BOARD OF COMMISSIONERS

Marvin Money

Herschel Gentry, Jr.

Richard Himsel

ATTEST:

Patricia J. Stamper

Pat Stamper, Hendricks Co. Auditor